

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "POWAN," 2,138 tons, Captain W. A. Valentine.
 "FATHAN," 2,200 " " " R. D. Thomas.
 "KINSHAN," 1,995 " " " J. J. Lonsdale.
 Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 9 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HONAM," 2,303 tons, Captain H. D. Jones.
 Departures from Hongkong to Macao on week days at 2 P.M.
 Subsidy Special Excursions leaving Hongkong at 9.30 A.M., and a second departure about 7 P.M.
 Departures from Macao to Hongkong on week days at 7.30 A.M.
 On Saturdays a Second Departure about 7.30 P.M. On Sundays at 3 P.M. (See Special Express).

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,119 tons, Captain T. Hamlin.
 Departures from Macao to Canton on Monday, Wednesday, and Friday, at 7.30 A.M.
 Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 A.M.

JOINT SERVICE OF THE H. K. C. AND MACAO STEAMBOAT CO., LTD.

THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain J. Wilcox.
 "NANNING," 599 " " " C. Butcher.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 2 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

Hotel Mansions, (First Floor) opposite the Hongkong Hotel,

BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 5th November, 1906. [10]

JAVA-CHINA-JAPAN LINE.
REGULAR THREE-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJILATJAP...	JAPAN	Second half November	JAVA PORTS	Second half November
TJIBODAS...	JAPAN	First half December	JAVA PORTS	First half December
TJIPANAS...	JAVA	First half December	JAPAN	First half December
TJILIWONG...	JAPAN	First half December	JAVA PORTS	First half December
TJIMAH...	JAPAN	Second half December	JAVA PORTS	Second half December

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE

JAVA-CHINA-JAPAN LINE.

Telephone No. 375.
 YORK BUILDINGS, 1st Floor.
 Hongkong, 23rd November 1906.

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 5½ DAYS.
 THE steamers sail from HONGKONG to SAMSHUI, SHUHSING, TAKING and WUCHOW.
 They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip \$30

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.

For further information, apply to—

BUTTERFIELD & SWIRE,

AGENTS,
WEST RIVER BRITISH S.S. CO.,
HONGKONG.

Hongkong, 6th October, 1906. [14]

EYES

RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
8, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, CALCUTTA, SHANGHAI,
 21, John Street, Bedford Row, W.C. 59, Bentinck Street. 566, Nanjing Road.
 Hongkong, 27th November, 1905. [48]

Dentistry.

Dr. M. H. CHAUN,

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY,

37, DES VŒUX ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 22nd April, 1905.

TWIN TING.

LATEST METHOD OF DENTISTRY.

STUDIO AT No. 24, D'ARQUILLAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 20th July, 1904. [68]

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
BUELOW	WEDNESDAY, 5th December.
PRINZ REGENT LUITPOLD	WEDNESDAY, 19th December.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 2nd January, 1907.
SEYDLITZ	WEDNESDAY, 16th January.
PRINZ HEINRICH	WEDNESDAY, 30th January.
GVEISENAU	WEDNESDAY, 13th February.
PREUSSEN	WEDNESDAY, 27th February.
PRINZESS ALICE	WEDNESDAY, 13th March.
PRINZ LUDWIG	WEDNESDAY, 27th March.
ZIETEN	WEDNESDAY, 10th April.
PRINZ REGENT LUITPOLD	WEDNESDAY, 24th April.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 8th May.

ON WEDNESDAY, the 5th day of December, 1906, at Noon, the Steamship BUELOW, Captain H. Förmes, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 3rd December, Cargo and Space will be received on Board until 3 P.M., on TUESDAY, the 4th December, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 4th December.

Contents of Packages are required. No Parcel Receipts will be signed for less than 3.40 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries 4 Doctors and Stewards.

Linen can be washed on board.

Passage Money payable in local currency at current sight Bank rate of exchange on the day of payment.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	£61. 0. 0.	£42. 0. 0.	£22. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.
TO NEW YORK VIA SUEZ			
VIA NAPLES, GENOA OR GIBRALTAR	64. 0. 0.	44. 0. 0.	26. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN OR SOUTHAMPTON	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA, instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamer from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE.
VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG

(Subject to alteration.)

STEAMERS.	TONS.	SAILING DATES.
PRINZ SIGISMUND	3,302	TUESDAY, 11th December.
SANDAKAN	1,793	TUESDAY, 4th January.
MANILA	1,790	TUESDAY, 1st February.

ON TUESDAY, the 11th day of December, 1906, at Noon, the Steamship PRINZ SIGISMUND, Captain D. Lenz, with Mails, Passengers and Cargo, will leave this port as above.

The steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	1st Class	2nd Class
TO MANILA	\$50.00	\$30.00	\$20.00	Return \$80.00	\$50.00
TO NEW GUINEA	£28.—	£18.10	£14.00	Return £42.00	£27.15
TO BRISBANE	£30.—	£20.—	£14.—	Return £54.—	£36.—
TO SYDNEY	£33.—	£23.—	£15.—	Return £59.10	£41.10
TO MELBOURNE	£34.10	£24.10	£16.—	Return £62.5	£44.5
TO YOKOHAMA	\$80.00	\$60.00	\$40.00	Return \$170.00	\$120.
TO KORE	\$95.00	\$70.00	\$50.00	Return \$170.00	\$120.
TO YOKOHAMA & back from KORE to HONGKONG	\$140.00	\$100.00			

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer 1st Class £97. 0. 0.
 TO EUROPE VIA AUSTRALIA AND AMERICA 1st Class 95. 0. 0.
 From Australia to New York via Vancouver by the C. P. R. Co's steamers, or via San Francisco by the O. S. S. Co's Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR STEAMERS ABOUT
 KOBE & NAGASAKI PRINZ SIGISMUND SATURDAY, 24th Nov. 5 P.M.
 SHANGHAI, NAGASAKI, KOBE & YOKOHAMA PRINZ EITEL FRIEDRICH WEDNESDAY, 5th Dec.
 SHANGHAI, NAGASAKI, KOBE & YOKOHAMA SEYDLITZ WEDNESDAY, 19th Dec.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co's steamers, P. M. S. S. Co., O. & O. S. S. Co., T. K. K. and from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
LONDON VIA PLYMOUTH & SOUTHAMPTON	£62. 0. 0.
TO BREMEN	£63. 10. 0.
TO PARIS VIA CHERBOURG	£65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR	£65. 0. 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,

AGENTS.

Hongkong, 23rd November, 1906. [1]

Intimations.

THE YOKOHAMA DOCK CO., Ltd.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 85 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft., bottom 45.5 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 316, 508, or 681

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Lieber, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905. [39]

BARGAIN

FOR 10 DAYS ONLY.

A LARGE CONSIGNMENT

OF

HENNESSY'S

BRANDY

AT

\$2.00 PER CASE OF 1 DOZ. (CASH).

Orders will be received by—

A. CHAZALON & CO.,

6, Queen's Road.

Hongkong, 7th November, 1906. [16]

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.
IN LIQUIDATION.

TIME TABLE.

WEEK DAYS.	
7.00 a.m. to 7.30 a.m.	Every 30 minutes.
7.30 a.m. to 9.30 a.m.	Every 15 minutes.
9.30 a.m. to 11.00 a.m.	Every 15 minutes.
11.30 a.m. to 12.45 p.m.	Every 15 minutes.
12.45 p.m. to 1.15 p.m.	Every 15 minutes.
1.15 p.m. to 1.45 p.m.	Every 15 minutes.
1.45 p.m. to 2.15 p.m.	Every 15 minutes.
2.15 p.m. to 3.00 p.m.	Every 15 minutes.
3.30 p.m. to 5.00 p.m.	Every 15 minutes.
5.00 p.m. to 8.00 p.m.	Every 10 minutes.
NIGHT CARS.	
8.45 p.m. and 9 p.m.	9.45 p.m. to 11.15 p.m.
every half hour.	
SUNDAYS.	
8.00 a.m. to 9.00 a.m.	Every 15 minutes.
9.00 a.m. to 9.30 a.m.	Every 30 minutes.
9.30 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 a.m. to 11.00 a.m.	Every 10 minutes.
12.00 Noon to 1.00 p.m.	Every 10 minutes.
1.00 p.m. to 5.00 p.m.	Every 15 minutes.
5.00 p.m. to 6.00 p.m.	Every 10 minutes.
6.00 p.m. to 7.00 p.m.	Every 10 minutes.
7.00 p.m. to 8.00 p.m.	Every 10 minutes.
NIGHT CARS on Week Days.	
SATURDAYS.	
Extra cars at 11.30 and 11.45 p.m.	

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Vœux Road Central.

JOHN D. HUNTHREYS & SON,

Liquidators.

Hongkong, 27th August, 1906. [16]

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,

司公隆廣李

CABINET-MAKERS AND ART DECORATORS,

from Shanghai, has re-opened their

FURNITURE STORE

at

No. 35, DES VŒUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE

of every description can be made to

order in any design required.

Have been patronised by the Hongkong Club,

Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Ltd. and other leading

Establishments in the Colony, to whom reference

may be made as to the Superior Work-

manship and Materials of the Furniture, &c.,

supplied.

Messrs. A. S. Watson & Co., Ltd. write as

follows:—

"We have pleasure in stating that Mr. LI

KWONG LOONG furnished the Artwork

to our Dispensary and gave us every satis-

faction."

(Sd.) A. S. WATSON & Co., Ltd.

ORDERS punctually attended to, and

CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 1st March, 1906. [16]

For Sale.

FOR SALE.

THREE WOODEN LIGHTERS.

Length 80' 0"
 Breadth 24' 0"
 Depth 9' 6"
 Capacity 320 tons.
 Complete for delivery within 5 weeks from this date.

Plan, Specification and Particulars from

C. E. WARREN & Co.,

30, Des Vœux Road, Central,

and

HOOD CHEONG WO & Co.,

51 and 53, Connaught Road, Central.

Hongkong, 5th November, 1906. [1068]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$4.50 per Cask ex Factory.

Intimation.

Powell's
GENTS
OUTFITTERS,
28, QUEEN'S
ROAD,
(OPPOSITE THE CLOCK TOWER).

**ENGLISH
BOOTS.**

**FINEST
ENGLISH
LEATHER.**

**BEST
ENGLISH
WORKMANSHIP.**

**BLACK.
BROWN.
PATENT.**

Smart Shapes,
Durability,
Comfort.
\$12.00
PAIR.

Satisfaction
Guaranteed.

POWELL'S
HONGKONG.

Hongkong, 21st November, 1906.

To Let.

TO LET.

No. 8, D'AGUILAR STREET,
suitable for
SHOP AND DWELING
House,
at present occupied
by
Messrs. K. A. J. CHOT-B-
MALL & Co.,
who will shortly remove
to
No. 64, QUEEN'S ROAD
CENTRAL.

Apply to—

K. A. J. CHOTIRMALL & CO.
Hongkong, 12th November, 1906. [1330]

TO LET.

No. 2, "HILLSIDE" THE PEAK.
OFFICES in KING'S BUILDING and
WORK BUILDING.
GODOWNS on PRAYA EAST.
A HOUSE in CLIFTON GARDENS, Con-
duit Road.
A HOUSE in RIFON TERRACE.
A HOUSE in WONG-NEI-CHONG ROAD.
FLATS in MORETON TERRACE.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 16th November, 1906. [72]

TO LET.

A HOUSE in KNUITSFORD TERRACE,
KOWLOON.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 31st July, 1906. [789]

TO LET.

NOS. 8 and 10, LEIGHTON HILL ROAD,
No. 51, WONG-NEI-CHUNG ROAD.
Apply to—
HONGKONG & KOWLOON LAND
& LOAN CO., LTD.,
No. 8, Queen's Road West.
Hongkong, 7th November, 1906. [1073]

TO LET.

A FLAT and THREE ROOMS, near the
Hongkong Bank, suitable for Offices.
Moderate rental.
Apply to—
X. Y. Z.
C/o Hongkong Telegraph.
Hongkong, 17th October, 1906. [1013]

TO LET.

ONE GODOWN, at EAST POINT, close to
the Water, suitable for the storage of any
Cargo.
Floor Area 6,100 square feet.
Apply to—
JARDINE, MATHESON & Co.
Hongkong, 15th October, 1906. [1009]

TO LET.

EUROPEAN SHOPS, OFFICES, and
GODOWNS (suitable for Dry Goods
Storage) at No. 14, Des Vaux Road Central,
(formerly occupied by Messrs. Shawan, Tomes
& Co.)

Apply to—

HO TUNG,
Comptroller Department,
Jardine, Matheson & Co.
Hongkong, 20th September, 1906. [949]

**THE HONGKONG
STUDIO,**
HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS GROUPS and ENLAR-
GING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS
ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1906. [64]

Intimations.

HONGKONG ST. ANDREW'S SOCIETY.
SCOTSMEN are invited to SUBSCRIBE
to the ST. ANDREW'S BALL to be
held in the City Hall at 9 P.M. on FRIDAY,
30th instant.
For particulars, please apply to—
W. ARMSTRONG,
Hon. Secretary,
(C/o Butterfield & Swire).
Hongkong, 22nd November, 1906. [1128]

HONGKONG JOCKEY CLUB.
MEMBERS desirous of RENTING ACCOM-
MODATION at the Race Course for the
Current Season will oblige by applying to the
Undersecretary before FRIDAY, 30th instant.
By Order,
T. F. HOUGH,
Clerk of the Course.
Hongkong, 21st November, 1906. [1121]

**SCOTTISH MASONIC QUADRILLE
ASSOCIATION.**

MEMBERS of the above Association are
requested to note that the next DANCE
of the SEASON takes place on MONDAY,
3rd December, in the City Hall, at 8 P.M.
Invitations should be obtained as early as
possible, as none will be issued after the evening
of the 2nd December.
For the convenience of the Kowloon Mem-
bers a late Ferry will run at 4 A.M.

J. J. BLAKE,
Hon. Secretary.
Hongkong, 20th November, 1906. [1114]

WANTED.
A JAPANESE TO TEACH THE LANGUAGE
about four hours a week.
Apply—
"T."
C/o This Paper.
Hongkong, 22nd November, 1906. [1127]

WANTED.
A MAH TO TRAVEL TO HONGKONG,
by LADY with YOUNG BABY leaving
London about end of January next.
Please address—
M. M.,
C/o Mrs. Caesar,
24, Victoria Road,
Stroud Green,
London, N.
Hongkong, 21st November, 1906. [1123]

SITUATION WANTED.
A LADY STENOGRAPHER and TYPIST
(English) present in Japan, desires a
position in a China Port. Salary required
\$175. 5 years' experience.
Copies of Testimonials and Reference open
to inspection at the Office of this Paper.
Apply to—
"K. G."
C/o The Hongkong Telegraph.
Hongkong, 20th November, 1906. [1116]

Notice of Firm.
HONGKONG, CANTON, AND MACAO
STEAMBOAT COMPANY, LIMITED.
NOTICE.
DURING my temporary absence from the
Colonial Mr. JOHN ARNOLD will act
as SECRETARY to the Company.
By Order of the Board of Directors,
W. E. CLARKE,
Acting Secretary.
Hongkong, 21st November, 1906. [1122]

Auctions.
PUBLIC AUCTION.
THE Undersigned have received instructions
to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW,
the 24th November, 1906, at 2.30 P.M.,
at their Sales Rooms, No. 8,
Des Vaux Road, corner of Ice House Street,
A LARGE ASSORTMENT OF
JAPANESE CURIOS.
Comprising—
OLD SATSUMA VASES, INCENSE
BURNERS, WALL PLATES, SILVER and
GOLD CLOISONNE VASES, SILK SETS,
CARVED IVORY FIGURES, SILK-EM-
BROIDERED SCREENS, MAKUZU
VASES, KAGA TEA SETS, WATER
COLOURS, PICTURES, &c., &c., &c.
Catalogues will be issued.
TERMS—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 23rd November, 1906. [1129]

PUBLIC AUCTION.
THE Undersigned have received instructions
to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
on
FRIDAY,
the 30th November, 1906, at 2.30 P.M., at
their Sales Rooms, No. 8, Des Vaux Road,
corner of Ice House Street,
SUNDRY
VALUABLE HOUSEHOLD FURNITURE,
Comprising—
TEAKWOOD WARDROBES and SIDE-
BOARDS with BEVELLED GLASS, TEAK-
WOOD BOOK CASE, TABLES, MIRRORS,
CHAIRS, SILK TAPESTRY-COVERED
SOFA and CHAIRS, GLASS and CROCKERY
WARE, PICTURES, &c., &c., &c.;
ALSO
ONE SEMI-GRAND and One COTTAGE
PIANO.
TERMS—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 22nd November, 1906. [1130]

AN UNEASY CROWN.

THE LIFE STORY OF THE EMPRESS
EUGENIE.

There are a hundred ways of writing history,
and at least ten ways of writing biography.
Your modern writer is far too fond of bringing
his own theories, and even his conjectures, to
bear on the place of those undoubted facts which
enable each reader to form his own opinion.
The latest and by far the best Life of the Em-
press Eugenie is that just published by Jane A.
Stoddart. In this volume the writer has not
only written an interesting book, but she has
provided a mass of invaluable material for
those historians and biographers who will deal
with the life of the only feminine regent France
has ever had in a way which cannot be attempt-
ed during the lifetime of their subject. Very
different, and far less to be commended, was
the last book published on the Empress
Eugenie, that written by Miss Clara Schudt,
which largely consisted of the writer's personal
view of her subject's character.

A COMPLICATED CHARACTER.
Doubtless by some Miss Stoddart's biography
will be taken to be simply an intelligent piece
of book-making. It is far more than that, for
she has brought together and marshalled with
surprising clearness every ascertainable fact
concerning the Empress Eugenie's long and
curiously romantic life. No pains have been
spared in trying to procure not only new facts,
but, in a sense, new contemporary readings of
the Empress's complicated and subtle character.
And Miss Stoddart has further had valu-
able assistance afforded her by several of those
distinguished Frenchmen who were brought
into close personal relations with Napoleon
III. and his consort, while the published
authorities quoted occupy five pages of print.

In one sense the main incidents of the life of
the Empress Eugenie are familiar to all Eng-
lish readers who take the slightest interest
either in contemporary history or in what
Michelet used to call les petits cotés de l'his-
toire. But only now are those concerned with
such matters beginning to realise the truth as
to the Empress's influence on the history of
the last century. For thirty years—that is,
from the outbreak of the Franco-Prussian War
till the publication of Bismarck's Bismarck—it
was repeated in every language and in every
class of society all over Europe, that Eugenie
had been more or less responsible for the
Franco-Prussian War; and with a self-control
and dignity which were amazing—and most
cynics would declare singularly unbecom-
ing—the ex-Empress concerning this momentous ques-
tion kept a rigid silence.

A CONSORT'S AMBITION.
Within less than four years of the end of the
great war, now known to have been engineered
and provoked by Bismarck, the late Lord Lyt-
ton, then attached at our Paris Embassy, wrote
to a friend: "Bismarck is playing with this
unhappy country as a cat does with a mouse."
And, as all the world learnt later, another
Franco-Prussian war at that time was averted
only by the determined action of Queen Vic-
toria, who had been told of the new Bismarckian
plot by her eldest daughter. Who can
doubt, now that so much is known and that so
much more is becoming known month by
month, that the Empress Eugenie was a mere
pawn—at any rate in this one matter of the
war which lost her husband and her son their
kingdom—in the powerful hands of the Ger-
man Chancellor?

To the readers of Miss Stoddart's much
documented volume, a curious and perhaps
hitherto unsuspected fact becomes curiously
clear. The Empress—who, it must be remem-
bered, was no girl, but a brilliant, headstrong,
and highly cultivated cosmopolitan beauty,
close on thirty years of age, when she married
Napoleon III.—inspired from the first to play
in her husband's life the rôle which she saw
Prince Albert playing in that of the then British
sovereign.

On the occasion of the Imperial couple's
first visit to England—that is, in the April of
1855—Prince Albert was far more the ruler
of England than was his adoring wife—nay,
Queen Victoria glided in her submission to
her husband; and who can doubt that during
the many long private talks which she and the
Empress had together there was placed before
the ardent, enthusiastic young woman to whom
life was now presenting itself as a series of
enchanting surprises, a strangely fascinating
picture of what married life, and especially
of what royal married life, ought to be?

A DIFFICULT TASK.
At first, perhaps, the impression produced on
Eugenie's mind by her English mentor and
friend was not very apparent, for her task, at
any rate during the first few years of the Em-
peror's reign, was to make the Second Empire
widely popular with all classes. Napoleon's
Comte de Monty, who had engineered the
Coup d'Etat, ruled France, and ruled her, on
the whole, very well. His wife had no call to
interest herself in State matters, though even
as early as 1858 we find it on record in Queen
Victoria's diary that "the Empress spoke most
anxiously of the affairs of State—of her hope
that matters would go well." The next year,
that is, in the May of 1859, Eugenie for the
first time became Regent; she took her duties
very seriously, presiding each week over three
Councils of State, and henceforth, as is well
and clearly explained in Miss Stoddart's book,
and clearly remained her principal interest in life.
But Queen Victoria's ideal of married life of
course required complete assent and mutual
confidence on the part of both husband and
wife, and it was here that Napoleon III. entirely
failed the Empress Eugenie. He never backed
her up through any continuous policy, or per-
haps it should more truly be said that he never
really regarded her opinion as worthy of con-
sideration—indeed, his Ministers evidently
thought far more of Eugenie's judgment than
he did.

Every man unconsciously judges women by
those who attract, and are attracted by, him-
self; now, we may be sure that under no cir-
cumstances would Napoleon III. have attract-
ed, or been attracted by, such a woman as was
Queen Victoria in the forties and the next de-
cade.

THE FATAL MISTAKE.
For the first few years of their married life
the Emperor's relations to the fascinating be-

ing he had raised to the most brilliant place
the world could then offer, were those of an
adoring lover to his mistress, and certainly not
those of a European sovereign to his consort.
Thus all too soon his feelings of passion to
affection cooled into a sentiment of affectionate
respect and regard for the woman who was the
mother of his heir, and who had been to him
so loyal and so faithful a helpmeet during
years which were not quite as unclouded and
serene as they had appeared in the outside
world. But neither during the first stage, nor
during the far longer second stage of their
married life, did Napoleon III. ever regard his
wife as a counsellor or friend; he had never
had, and he was not likely to acquire, com-
paratively late in life, any use for women in
either sexless rôle.

"This perhaps explains more than the world
will know for many years to come why the
Empress Eugenie made the one fatal mistake
of her career as stateswoman—her flight from
Paris after the disastrous news of Sedan."
"The Life of Empress Eugenie," Jane
T. Stoddart, London, 1906. Hodder
& Stoughton, 10s. 6d. net.—Morning Leader.

Consignees.

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ REGENT LUITFOLD"
having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the Godowns
and/or extra hazardous Godowns of the Hong-
kong and Kowloon Wharf and Godown Com-
pany, Limited, Kowloon, whence delivery may
be obtained.
Optional Cargo will be forwarded unless
notice to the contrary be given before TO-
MORROW (THURSDAY), 10 A.M.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 27th instant, will be
subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on TUESDAY, the 27th instant, at
9.30 A.M.

All Claims must reach us before the 3rd
of December, or they will not be recognized.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the
Undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
Agents.
Hongkong, 21st November, 1906. [2]

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ SIGISMUND"
having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the Godowns
and/or extra hazardous Godowns of the Hong-
kong and Kowloon Wharf and Godown Com-
pany, Limited, Kowloon, and/or West
Point, whence delivery may be obtained.
Optional Cargo will be forwarded unless
notice to the contrary be given before 4 P.M.,
TO-DAY.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods unde-
livered after the 27th instant will be subject
to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on TUESDAY, the 27th instant, at
9.30 A.M.

All Claims must reach us before the 3rd
of December, or they will not be recognized.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the
Undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
Agents.
Hongkong, 21st November, 1906. [2]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBORO, ANTWERP,
LONDON AND STRAITS.

THE Steamship

"GLENROY"
having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods are being landed at their risk into the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Limited, at Kowloon,
where each consignment will be sorted out
mark by mark, and delivery can be obtained
as soon as the Goods are landed.

Goods not cleared by the 27th instant will
be subject to rent.
No Fire Insurance will be effected.

All damaged packages must be left in the
Godowns, and a certificate of the damage
obtained from the Godown Company within
ten days after the steamer's arrival.

No claims will be recognized if not presented
within 14 days of the ship's arrival.
MCGREGOR BROS. & GOW.
Hongkong, 21st November, 1906. [1119]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.
S.S. "BENLOMOND,"
FROM ANTWERP, LONDON AND
STRAITS.

CONSIGNEES of Cargo are hereby in-
formed that all Goods are being landed
at their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Co., Ltd.,
whence and/or from the wharves delivery may
be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods unde-
livered after the 24th November, will be subject
to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
3rd December, or they will not be recognized.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 24th November, at 11 A.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 19th November, 1906. [1113]

Intimations.

A. S. WATSON & CO., LIMITED.
NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND on account
of the year 1906, of Forty cents per Share,
will be payable at the Hongkong and Shanghai
Bank, Hongkong, on and after WEDNES-
DAY, 28th November, 1906, on Warrants to
be obtained at the Company's Offices.
The Dividend will also be payable at the
Hongkong and Shanghai Bank, Shanghai, on
and after the same date.

THE REGISTER OF SHARES will be
CLOSED from MONDAY, the 26th instant,
until FRIDAY, the 30th instant, both days
inclusive, during which period NO TRANS-
FER OF SHARES will be effected.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 22nd November, 1906. [1131]

L O S T.

FOX TERRIER BITCH, White Body,
Black and Tan Head. Reward offered
to finder.

MANAGER,
KENNEDY STABLES,
Causeway Bay.
Hongkong, 22nd November, 1906. [1124]

SALE OF H.M.S. "PHOENIX."

TENDERS FOR THE SALE of the above
Vessel as she lies at standing at Kowloon
Coaling Depot will be received by the NAVAL
STORE OFFICER, H.M. NAVAL YARD, Hong-
kong, up till Noon the 30th November. The
purchaser will be required to remove and
break up the vessel within a reasonable time
and will be called upon to deliver to the
Naval Yard the Ship's Boilers and Anchors.
Intending purchasers can inspect the vessel
on and after the 17th instant on application
during Yard working hours.

The Highest Tender will not necessarily be
accepted.
The particulars of the Ship are as follows:—
Steel Twin Screw Coppered Sloop of 185
feet length, 32' 6" beam, Displacement
1,050 tons, fitted with Vertical Triple
Expansion Engines.

Further information and particulars as to
sale to be obtained on application to the
NAVAL STORE OFFICER, H.M. Naval Yard,
Hongkong.
Hongkong, 22nd November, 1906. [1126]

TROOPS MOVING.

THE CHAPLAIN TO THE FORCES will
be glad to receive any number of old or
new "MAGAZINES" for the use of the Troops
on the Transports. Send to Hongkong Hotel
or a chit will ensure their being fetched.

Hongkong, 13th November, 1906. [1096]

KWONG SANG & Co.,

No. 70, WELLINGTON STREET.

GENERAL DRAPERS, MANUFAC-
Turers and DEALERS in Ladies'
and Children's Underwear, Silk, Pongee, Grass-
cloth, Fancy and Piece Goods, &c.
Latest style of Ladies' Blouses and Gentle-
men's Shirts made to order.

TRIAL ORDER SOLICITED.
Hongkong, 1st February, 1906. [1186]

THE WINE GROWERS

SUPPLY CO.



BARRETTO & Co.,
General Agents, Hongkong.

FRENCH CLARETS.

BOTTLED BY
JULES MERMAN & CIE.,
BORDEAUX.

Cotes \$9.50 Per Dozen Quarts.

Medoc 9.50 " "

St. Estephe 9.50 " "

Pauliac 13.50 " "

Margaux 14.00 " "

Chateau Ludovice 17.00 " "

Chateau Galle 18.00 " "

Chateau Pontet
Canet 20.00 " "

Chateau Mutton
d'Armailacq 24.00 " "

Chateau Marbuzet
Merman 27.00 " "

Chateau Rauzan 30.00 " "

Chateau Rauzan 30.00 " "

SPANISH CLARETS.

BOTTLED BY
THE COMPANIA VINICOLA DEL
NORTE DE ESPANA-BILBAO.

Rioja \$12.00 Per Dozen Quarts.

Cepa Ruby 6.00 " "

BARRETTO & Co.,
Agents,
Nos. 22 & 24, Bank Buildings,
Queen's Road Central.
Hongkong, 21st November, 1906. [1106]

Intimation.

A. S. WATSON & CO., LIMITED.



"STILL LEADING."
WATSON'S
E
LIQUEUR
SCOTCH
WHISKY.

\$15 per case.

A. S. WATSON & CO., LIMITED,
WINE AND SPIRIT MERCHANTS.
ESTABLISHED A.D. 1841.
Hongkong, 21st November, 1906.

NOTICE.

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee-Ho-He Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

"SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$80 per annum.
WEEKLY—\$15 per annum.

The rates per quarter and per annum, proportional. The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.50 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 80 cents per quarter.
Single Copies, Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, FRIDAY, NOVEMBER 23, 1906.

THE PENANG ANTI-OPIMUM ASSOCIATION.

From Southern exchanges to hand we note with interest that the Penang anti-opium association was duly constituted upon the 7th inst., and from the initial proclamation of the society, it is evident that its members are proceeding to their work in a most liberal, tactful and common sense spirit, without violence, and without, in any sense, the undue rammings down the throats of their proposed converts their conditions and convictions. It is truly refreshing, after the repeated failures of the missionaries, and other would-be busy-body reformers, to find this body of Chinese gentlemen proceeding about their work of proselytism in the only proper way and spirit in which the opium question can really and practically be dealt with. At the meeting in question Mr. Leong Lok Hing was voted to the chair, and among the other prominent gentlemen present were noted Dr. Tuoh Loan Tuck, the Rev. G. F. Pyckett and Messrs. Leong Lok Hing, Lim Teng Siang, Goh Teik Chee, P. K. Nambayr, G. S. Teoh, Chew Hing Wan, Lim Seng Hooi, Lim Chen Law, Lim Joo Tek and Law Tew Swee. The tactful moderation with which the Association opens its beneficent work may be noted from the circular issued upon the occasion, as to the work contemplated:—The objects of the Association are:—To discourage as much as possible the habit of opium smoking. To found a Hospital for those smokers desirous of being rid of the habit. To maintain a full supply of the most modern and efficacious

remedies for free distribution to applicants. To publish periodical pamphlets, both in English and Chinese, pointing out the evils arising out of opium smoking, and giving general information on the opium question. To employ lecturers (Cantonese and Hokkien) to assist in the work. Other interesting items in the rules of the Association are:—That members must bind themselves:—(a) not to take opium in any shape or form unless medically ordered. (b) to assist the cause in every way they can, that every member is entitled to a free copy of all the publications of the Association, that honorary physicians to the hospital be appointed, who shall have full voice in the method of treatment carried on in the hospital. That a place be found in the heart of the town for the offices of the Association and the hospital; and that the Association keep in touch with the anti-opium movement in other parts of the world, and assist wherever possible in spreading information among those who require it. We heartily wish that the noble work in which the Penang Anti-Opium Association has started, and the well-considered and moderate lines upon which they have initiated their plan of action, might find an echo, and inspire a desire for emulation in this part of the world also; for an equally well-directed society, founded upon the same lines in Hongkong, would, we are confident, work wonders in combating the evil which exists in our midst.

LOCAL AND GENERAL.

WILLIAM MASON, an inmate of the Sailors' Home, was charged before Mr. F. A. Hazeland, at the Police Court this morning, with being drunk and incapable in the public street, in the Central district, last night. He admitted the offence, and paid \$5.

The following have been chosen to play for the Hongkong Football Club versus R. E. at Happy Valley, to-morrow. Kick off, 4.30 p.m.: Goal:—C. H. Franklin, backs:—E. F. Aucott, H. L. Garrett, half backs:—H. C. Gray, E. Humphreys and C. Vernon, forwards:—H. G. Battiscombe, R. Miller, A. Morley, R. Hall and J. Mead. Referee:—W. H. Williams.

INSPECTOR Macdonald, of Yaumati Police Station, proceeded against an unemployed Chinaman named Cheong Shing before Mr. F. A. Hazeland, at the Police Court, this morning, for stealing a towel, the property of the Steam Laundry Company, at Kowloon. "I did not think it was wanted," said the defendant, "so I carried it away." His Worship sentenced him to three weeks' hard labour and six hours' stocks.

A COOLIE who boarded the steam launch *Chong Yik*, while she was lying at a wharf, near the Central Market, yesterday, and made off with the engineer's silk jacket, valued at \$2.50, was arrested after a long chase in Des Vaux Road. He figured before Mr. F. A. Hazeland, at the Police Court this morning, to answer a charge of theft. Evidence was called, and he was sentenced to three weeks' hard labour and six hours' stocks.

INSPECTOR McHardy, of Mount Gough Police Station, the peak, proved himself a bit of a sprinter at Happy Valley yesterday afternoon. Mr. McKirdy, of Quarry Bay, offered to give McHardy ten yards start in a race of 100 yards, for \$100. The offer was taken on the spot and preparations were made for the race. The corpulent police inspector, who we are informed, could tip the scales close on 200, went away to a good start and ran home a winner of about nine yards.

A COOLIE named Ah Fuk, who was convicted and sent to gaol on the 16th instant to serve fourteen days' hard labour for larceny, fell ill the following day in gaol with a swelling of the ankles and died on Thursday afternoon. A post mortem examination was held, and death, in the opinion of the medical officer of the gaol, was due to hemorrhage, caused by beri-beri. An inquiry into the cause of his death was held at the Magistracy yesterday afternoon, Mr. F. A. Hazeland presiding as Coroner. The jury, after hearing the evidence, returned a verdict of death from natural causes.

By kind permission of Lieut.-Col. A. G. Fitton, D.S.O., and Officers, the Band of the 2nd Batt., "The Queen's Own" (Royal West Kent Regt.) will play the following programme of music, during dinner, at the Hongkong Hotel, on Saturday, 24th inst.:—

March:—"Sons of the Brave".....Hidgood
Overture to....."Der Freischütz".....Weber
Voluntary....."Euterpe".....Waldteufel
Selection from....."Johanna".....Sullivan
Song (Coral Solo)....."O Day Those Tears".....Rigo
(a) Descriptive....."The Turkish Patrol".....Michaels
(b) Polonaise....."La Polonoise".....Chopin
Spanish Ferenado....."La Polonoise".....Chopin
Grand National Fantasia....."Scotland's Pride".....C. Godfrey
"God Save the King"
Farewell Performance.

TITE *Cablenews*, of 20th inst., says:—Sunday evening the British freighter *Nithsdale*, Captain R. I. Fairley, came in distress. She passed Corregidor at 2 p.m. and, anchored in the bay at 8 p.m. The *Nithsdale*, 3,272 gross, was en route from Samarang, Java, to Yokohama via Hongkong with a cargo of sugar. She arrived at Hongkong without mishap, coaled there and left for Yokohama on November 4. On the way to Yokohama the *Nithsdale* experienced heavy north east gales and encountered a heavy typhoon off Formosa. She laboured for several days against the storm, shipping considerable water and sustaining some damage. Doors were stove in, hatches damaged and the steering gear injured. No loss of life or personal injuries were sustained.

THE case against the old Chinaman who was arrested on Wednesday night on board the Canton steamer *Sawmoo* for being in possession of 50 rounds of revolver ammunition and a bag of gunpowder without a permit from the police was decided at the Police Court this morning. It will be remembered the case was remanded yesterday to allow the old man to produce the person from whom he was alleged to have purchased the ammunition. He could not find that person, neither could the police get the information as to where the ammunition was originally purchased. Mr. Hazeland found him guilty on both charges, and fined him \$200.

Two Chinamen named Chung Hin and Chung Shing, who only recently arrived in the Colony from the United States, were locked up in the Central Police Station last night. They were both arrested on board a Canton steamer. Chung Hin was charged with being in possession of 100 rounds of ammunition, and Chung Shing with carrying a revolver and fifty rounds of ammunition, without a permit from the police. The prisoners said they were going into the interior and carried the revolver and ammunition to protect themselves against robbers. They were placed before Mr. F. A. Hazeland, at the Police Court this morning. They admitted the charge and the revolver and ammunition were ordered to be forfeited to the Crown.

CHARGED with returning from banishment—an offence punishable at the Police Court with one year's hard labour and six hours' stocks—a Chinaman named Shek Tai, alias Chan Leung Ng, sixteen years of age, pleaded "not guilty" to the charge, notwithstanding the documentary evidence of his description in the hands of the police. According to the police defendant was banished from the Colony on the 3rd ultimo after serving a term of imprisonment. He returned to the Colony some time later and was arrested by one of Inspector Macdonald's men for stealing a hammer at Yaumati some nights ago. He came before Mr. Hazeland, at the Police Court this morning, and the case was adjourned. The police say that men who return from banishment prefer to be dealt with at the Criminal Sessions than at the Police Court. "They know," said one officer, "that if they are dealt with by a magistrate they will get twelve months' gaol and six hours' stocks, while at the Supreme Court the stocks sentence is left out. No wonder some don't like to be dealt with down here."

THE *Chaotung*, Yunnan, correspondent of the *N. C. D. News* writes to our contemporary:—When it was rumoured that the Canton Viceroy Ts'en was likely to be appointed to Yunnan in place of Viceroy Ting there was general rejoicing among the people. If H. E. Ts'en should come here he will be warmly welcomed. The stern rule of his father is well remembered. When I first came to the province just as the Franco-Chinese war was concluding I had many opportunities of seeing with what a strong and just hand the terrible old man ruled. He gave peace to this distracted province, a peace which has never been seriously broken since. When a plot was on foot to destroy the foreign nests in Yunnanfu the old Viceroy, by a word or two, crushed the plot and so saved many lives. One shudder at the terrible measures the stern Viceroy took to bring about peace, but in the end they were possibly the most merciful. That the people think so is evidenced by their pleasure at the prospect of having the son ruling where the father ruled so long. Rumour has it that the grandfather of the present Viceroy Ts'en was not Chinese, but an aboriginal.

CHINESE NAVAL RE-ORGANIZATION.

According to the Imperial decree issued on the 6th inst., a Haichung or Admiralty is to be established in Peking at some future date to have charge of the re-organization of the Imperial navy of China. Now the Peking Government has decided to dispatch the 4th Grade Prince Pu Lin to Great Britain, Germany, the United States, France and Japan to study up-to-date naval affairs in these countries for adaptation to China's needs. The Government has wired to the various Viceroys and Governors advising them each to put aside a certain sum of money for meeting the travelling expenses of the proposed Imperial Commissioner who will probably leave Peking for these foreign countries early next spring in company with some foreign-educated Chinese naval students who are to be selected from among the officers and midshipmen on board the various warships of the *Pei-yang* and *Nanyang* squadrons.

Besides this, the Peking Government has now dispatched Taotai Wang Jiao-pao of Chihli to Poochow for the inspection of the Imperial Dockyards there with a view to the introduction of certain reforms into the various departments on the ground that the yards are the most important factors in connection with the proposed reorganization of the Chinese navy. The Government is also consulting H.E. Viceroy Yuan Shih-kai with reference to the re-establishment of the Naval College at Tientsin which was destroyed during the Boxer disturbances in 1900. It is stated that the present naval school at Cheloo will either be amalgamated with the proposed naval college at Tientsin or abolished as the case may require in the future. In order to procure funds for the establishment of the proposed Haichung and the reorganization of the Imperial navy, the Government has already selected several reliable officers who are to proceed to the Yangtze, Canton, and other inland waterways in the Provinces for the investigation of the existing condition of the naval forces, so that a wholesale change might be introduced into them. In other words after the investigation, the strength of the various forces will be greatly reduced in order to obtain funds for meeting the increased charges. Some of these selected officers or deputies have already left Peking for their respective destinations in south and central China.—*N. C. D. News*.

BANKRUPTCY PROCEEDINGS.

ANOTHER MOTION.

In Bankruptcy Jurisdiction this morning, before His Honour Sir Francis Pigott, Chief Justice, Sir H. S. Berkeley, K.C., instructed by Mr. Stevenson, of Messrs. Deacon, Looker and Deacon, appeared for the trustee, in the matter of Chua Shun Koo, for leave to disclaim a lease dated 17th June, 1905, of Section B. of Marine lot No. 7 bearing a monthly rent of \$4,100. Mr. M. W. Slade, instructed by Mr. R. F. C. Master, (of Messrs. Johnson, Stokes and Master) and Mr. F. X. d'Almada e Castro represented a number of creditors.

Some preliminary discussion occurred, in which Sir Henry and Mr. Slade submitted the law to the Court.

His Lordship suggested that because Ho Tung acquiesced in the passing of a special resolution that annulled proceedings.

Sir Henry Berkeley—Is that or was that a special resolution which the Court would have passed? That goes to the whole root of the matter. If an error has been made, it has been a purely technical error, which simply occurred through the different readings of the Ordinance.

His Lordship—Supposing the trustee had approved of the whole of the procedure required by the special sub-section and it had been enforced, then, if it came before the Court the whole thing would have been set aside.

Sir Henry Berkeley—Then supposing that would Ho Tung not be allowed to win?

His Lordship—The whole thing is that Ho Tung by his vote has prevented a special resolution being passed.

Sir Henry Berkeley—We ask you for relief against a mistake, and although a man has voted to make a man bankrupt.

His Lordship—What you say now is that even supposing Ho Tung had voted properly there would have been a special resolution which the Court could not have accepted.

Sir Henry Berkeley—You will reserve your decision until you have heard the whole matter.

His Lordship—Oh, certainly. But on the assumption that the creditors are bona fide and that their bona fides can be proved, I must find that there has been a mistake, from which I cannot relieve Ho Tung.

Mr. Slade—I would like to mention one point.

Sir Henry Berkeley—One moment.

His Lordship—The whole thing proceeds on the basis that these creditors are bona fide.

Sir Henry Berkeley—I stated in my instructions that the bankrupt had been made a bankrupt by the petitioning creditor, Ho Tung had nothing to do with the making of the man a bankrupt.

After further remarks the question was left to the Court.

Sir Henry Berkeley then moved on behalf of Arthur Rylands Lowe, the trustee, for an order to expunge the proofs of the creditors, Chan Hon Ting, Sum Che Chuen, A. F. de Soares, Li Shu, Li Yee Cho, Li Shun Cho and Chan Chak Sang, filed with the Official Receiver, unless the gentlemen mentioned produce to the trustee on or before the 30th of November, 1906, further evidence in support of such proofs in compliance with the requirement made by the trustee, and that in the meantime all proceedings on the motions filed by the debtor and creditors should be stayed.

Counsel said that this was a motion calling upon the persons mentioned to ask the Court to expunge the proof of those persons unless, by a certain date named they substantiated their claims to the debtor's estate. The whole question, as his Lordship had said, was with reference to the establishing that the persons claiming to be entitled to support the resolution were really bona fide creditors—any irregularity that Ho Tung may have been guilty of or otherwise. "I trust and believe," said Sir Henry, "it will not make any real difference in what your Lordship will arrive in your decision."

His Lordship—Of course not.

Sir Henry Berkeley—I put it to you as a proposition, which I think you will accept that it is the clear duty of any trustee in a bankrupt estate to investigate the claims of those who appear in the character of creditors. If he does not do that he is not performing his duty. And if he has made an investigation and has some reason subsequently to believe that the investigation is not sufficiently searching he has a right and duty to make a further investigation. It is also the duty of the debtor to assist the creditors in investigating the claims made against the estate, and, further, it is the duty of the creditor to act in like manner. The creditors in the eyes of the Court must give a full and faithful statement of their accounts against the estate when called upon by the trustee. A creditor might "jump a claim" but he could not snatch an approval of his claim. He submitted that the trustee made, within a reasonable time, the full evidence of proof after the date.

His Lordship—Would you go to this extent—so long as the action is before the Court?

Sir Henry Berkeley—Certainly, my Lord; as long as the bankruptcy is pending. The trustee in this case has called upon those persons whose names are before the Court to substantiate the proofs which they gave and were accepted by the Official Receiver. He continued that the reason of this application was in many ways justified. About the 25th or 26th or at least some time in September the order of adjudication was made. The Official Receiver handed over his papers to the trustees who had been appointed by the creditors. Mr. Lowe went into the papers and he was not satisfied with the sort of proof that had been accepted by the Official Receiver. Mr. Lowe was aware, as a fact, from the papers submitted to him and from all the documents, that a resolution had been come to by a meeting for the purpose of accepting compensation and he was also aware that certain creditors were against the resolution. He was further aware that the debtor and his creditors were desirous of having another meeting with regard to this resolution. He then conceived it to be his duty—as Counsel submitted was the right conception of his duty—to inquire into the claims of those creditors who supported the resolution. He did so, and a long correspondence passed.

Counsel then read the correspondence, which was very lengthy. The case then adjourned.

H. M. S. "ROBIN" AGROUND AT KUMCHUK.

DESTROYERS "FAME" AND "HANDY" PR. CRED TO THE RESCUE.

News was received in Hongkong yesterday to the effect that H. M. S. Gunboat *Robin*, which is employed in patrolling the West River, had stranded upon a sand bank, in the neighbourhood of Kumchuk.

Upon making inquiry we learn that immediately upon receipt of the news H. M. S. *Moore* proceeded to the assistance of the stranded gunboat, but has unable alone to tow her off the sand-bank.

This being the case the Commodore gave orders for the destroyers *Fame* and *Handy* to proceed to Kumchuk, and reinforce the efforts of the *Moore* in rendering assistance to the *Robin*, and they left Hongkong for the West River this morning at 5.30.

We are given to understand that the *Robin's* position is free of danger, and that when the extra assistance reaches her, there will be no difficulty in towing her off.

With reference to the dispatch of the *Fame* and *Handy* to the West River, we note that a morning contemporary gives the rather alarmist impression that this movement is due to the expected recrudescence of piracy on the West River, previous to the Chinese New Year, which decidedly well prognosticated can be dismissed without further thought, as the facts are actually as we have given them above.

THE S.S. "HUONGSHAN"

DAMAGE EXTENSIVE.

The river s.s. *Huongshan* was docked at the No. 2 dock, Hunghom, yesterday. From a preliminary investigation it is feared the damage sustained by the steamer is far more extensive than anticipated. Indeed, it has been suggested that almost a new keel will be required by this fine and popular steamer. We trust, however, that upon a more minute examination it might be discovered that the first report has been somewhat exaggerated. The excellent work of patching up the damaged plates preparatory to refloating the steamer is very generally commented upon to the credit of the salving party engaged with their steamer, the *Protector*.

ST. PAUL AS JOURNALIST.

FATHER BERNARD VAUGHAN'S INTERESTING SPECULATION.

The twenty-fifth annual dinner of the Press Club was held on 20th ult. at the Criterion. About 200 members and guests were present, and Mr. W. A. Sutherland, the chairman of the club, presided.

The Rev. Father Vaughan, who proposed the toast of "The Press Club," said that the duty of the Press was not merely to please or to gratify the bulk of its readers. It had a nobler and loftier mission than that. It had to turn the searchlights of truth upon dark and hidden deeds of cruelty and iniquity, of impurity and misery. It was for the Press to search out cases which eluded the vigilance of the law, and to bring the offenders before the dreaded tribunal of public opinion.

It had often occurred to him to think what would be St. Paul's attitude towards the Press, supposing he were to come back to life in the twentieth century. The Press, he thought, would have had his sympathy and support, and though perhaps too busy a man to become the editor of a London daily, he would have deputed the task perhaps to the gentle Timothy or to dear Thus, and would himself have been at their back to inspire such leading articles as would have given his paper a circulation far beyond present ideas.

CRICKET.

LEAGUE CRICKET.

The following team has been selected to represent the Civil Service Cricket Club in a match v. H.K. "A" team, to-morrow. Play commences at 2.15 p.m.:—Mr. H. A. Jackson (capt.), Hon. Dr. J. M. Atkinson, Mr. F. A. Biden, Mr. G. A. Woodcock, Mr. A. B. Reed, Mr. P. A. Lambie, Mr. L. E. Brett, Mr. A. J. Jordan, Mr. P. R. Adams, Mr. F. Bacon, and Mr. W. H. Kelly. Reserve:—Mr. A. Tucker, Umpire: Mr. W. H. E. Smith.

The following will represent H.K.C.C. "A":—H. C. Gray, (capt.), J. Hooper, H. M. Kendall, F. C. Kendall, F. Chapman, C. H. Fallon, H. W. Colomb, R. N. H. G. Wilson, R. A. Mackenzie, P. Jacks, and S. Robinson, R.N.R.

CRAIGENGOWER v. PARSEE C. C.

The above match will take place on Saturday next, at 2.15 p.m., on the ground of the former Club. The Craigenower team will be as follows:—L. E. Lammert (capt.), F. Loureiro, R. Pestonji, C. H. Lyson, I. d'Almada e Castro, E. Roza, S. E. Green, T. Loh, L. A. Rose, H. Rapp and F. Rapp.

LEAGUE TABLE.

Club.	Matches.	Played.	Won.	Lost.	Drawn.	Points.
Kowloon	3	3	3	0	0	9
Craigenower	3	3	2	1	0	6
Civil Service	2	2	2	0	0	6
H.K.C.C. "A"	4	4	3	1	0	6
Hongkong Police	4	4	3	1	0	6
Army Staff	4	4	3	1	0	6
R. G. A.	1	1	1	0	0	3
R. E.	3	3	3	0	0	9

3 points—a win.
1 point—a draw.

MEHER KHAN, an unemployed Indian, and a trifle deformed, was arraigned before Mr. F. A. Hazeland, at the Police Court this morning, on a charge of assaulting a married woman in the street, yesterday. The woman, Chan Chai, resides at No. 125, Praya East. Inspector Ritchie prosecuted. The accused was alleged to have embraced the woman in Des Vaux Road Central. His Worship sentenced him to three weeks' hard labour.

TELEGRAM.

"HONGKONG TELEGRAPH" SERVICE.

THE OPIUM QUESTION.

DRASTIC MEASURES BY COUNCIL OF STATE.

AT PEKING.

[From Our Own Correspondent.]

Shanghai, 23rd November, 2.35 p.m.

The Chinese Council of State has drafted new regulations for the speedy suppression of the cultivation and use of opium throughout the Empire, and an Imperial Edict, enforcing the regulations, is expected to be issued shortly.

The measures proposed are exceedingly drastic, and will prohibit the opening of new opium-shops, while all officials of under sixty years of age will be called upon to abandon the habit within six months.

The area now given over to poppy cultivation is to be reduced one-tenth annually.

[The above telegram has been received just as we go to press, and emphasizes the importance of the anti-opium movement going on in other parts of the Far East, as instanced in our leaderette in to-night's issue. Whilst we should be in a measure pleased to see the slow and gradual decline in the use of the drug in China, we fail to see that so drastic a method as that suggested above, of stamping out the opium habit, can be of any practical use. The opium consumer will be in much the same position as that of the small boy who has been forbidden to smoke cigarettes—he will continue to smoke and lie about it. We doubt if any sumptuary or blue law, by reason of its very rapidness, will ever be found to cope with the habit. The change must be made slowly and carefully arranged.—Ed.—H.K.T.]

CANTON DAY BY DAY.

OFFICIAL AMENITIES.

[From Our Own Correspondent.]

Canton, 22nd November.

This morning, at 11 o'clock, H.E. Viceroy Chow Fu proceeded to the Shamen to pay a return visit to the Vice-Consul for Belgium at Hongkong.

SWATOW RAILWAY.

H.E. the Viceroy has deputed Taotai Sum Tung to proceed with Mr. Kwong, the engineer-in-chief of the Yuet-han Railway Company, to attend the opening ceremony of the Chauchow-Swatow Railway, which will be performed on the 25th instant.

A SMALL FIRE.

Yesterday afternoon, at 4 o'clock, a slight conflagration occurred at Hsin Chan Fong Street, originated in a certain dye works. The flames destroyed the second floor of the building, but owing to prompt assistance being at hand, the fire was promptly got under control.

THE VICEROY'S YAMEN.

The removal of the Viceroy's yamen to the ex-Governor's yamen building has been already decided, and that of the Provincial Treasurer's to the Viceroy's is also proposed. It is said that when the removal of the latter takes place next year, the vacant building will be demolished, and a public market will be put up on the site. The profit derived from the market in question will be totally appropriated to support colleges, etc.

THE YUET-HAN RAILWAY.

The shareholders of the Yuet-han Railway Company, of Melbourne, Australia, have wired to the Company's head office here stating that they have forwarded their second instalment to the Kwong Yun Charitable Institution. The Company replied that the collection of the second instalment will take place next January, and the money received is now left at the said institution.

SAVING THE "FRONDE."

For the past two days the salving steamer *Protector* has been moored close to the wreck of the French torpedo-boat *Fronde*, which went down in the typhoon of the 18th September. The expert salvagers have a contract to raise the French destroyer and every confidence is entertained that before many days are past the *Fronde* will be on the surface again and ready to be turned over to the Dock Co. for heavy repairs her battered condition will hardly need.

SHIPPING AND MAILS.

MAILS DUE.

Indian (*Lalsang*) 26th inst.
French (*Polynesian*) 27th inst.
American (*Coptic*) 29th inst.
The Boston Tow Boat Co.'s s.s. *Lynx* sailed from Puget Sound on 22nd inst.
The Java-China-Japan Line s.s. *Tjibodas* left Kobe for this port on 21st inst., and may be expected here on 2nd prox.
The M. M. Co.'s s.s. *Polynesian*, with the next French mail, will leave Saigon on Saturday, the 24th inst., at 6 a.m. for this port.

TELEGRAMS.

[Reuter's.]

The Morocco Question.

LONDON, 21st November.
Spain is preparing to land 500 Marines in Morocco, and it is believed in Madrid that a demonstration in force, in agreement with France and Great Britain, is imminent.

Russia and Japan.

The Russo-Japanese Conference in St. Petersburg is making progress with the Commercial Treaty, and articles granting the most-favoured-nation's clause and reciprocity have been agreed upon.

The Loss of the "Australian."

The mails and specie of the s.s. *Australian* have been landed at Port Darwin.

DEATH OF MR. W. A. FITTON.

THE MANILA COMPANY PROMOTER.

The sad intelligence was received in Manila Saturday night of the death of Walter A. Fitton at Baguio, says the local *Times* of 19th inst. Mr. Fitton has been in the hill country for about five months attempting to recuperate from chronic amoebiasis, and for a time made a brave fight for his life, but Saturday afternoon he yielded to the death grip of the malady from which he has suffered for so many months.

Robert V. Dell was summoned to Baguio by wire Saturday night and departed for the Igorot Province on Sunday morning's train, in order to embalm the body and bring it to Manila for burial. It is expected that the remains will reach Manila on this evening's train, and the interment will doubtless take place to-morrow at the English cemetery in San Pedro Macati.

The news of Walter A. Fitton's death will be received in Manila with genuine sorrow, not only by the members of the English colony, but also by a large number of Americans, Spaniards, Filipinos and Chinese who counted him a friend. In the early days of American occupation the name Fitton was one to be conjured with, and few business men in Manila enjoyed a better standing in the community or wielded a larger influence in the financial world of the Island.

Possessed of a generous, whole-souled nature, Fitton was popular with all classes, and his Santa Ana home was the centre for generous hospitality. In the early days when his star was in the ascendency he commanded much English and Hongkong capital and promoted many enterprises that were considered prosperous institutions in their day. His first big promotion was the organization of a corporation which acquired the Hotel Oriente. Later he formed a million-dollar syndicate to take over the control of the Manila Times, the Manila American, the English Hotel, the Paris Hotel and Restaurant, the Botica de Santa Cruz, the Manila Aseated Water Factory, the Maritimes Quarries, and other concerns. He also formed a million dollar company known as Philippine Tobacco Trust, which acquired control of half a dozen of the leading cigar factories, which have since been incorporated into one factory known as "La Comercial," now owned and controlled by the Philippine Company, Limited.

While Fitton was known as a brilliant promoter he was unfortunate in the conduct and management of the many enterprises which he controlled, and the inevitable crash came, which carried with it not only a large amount of outside capital, but also his own large fortune. Fitton blamed the failure of his big enterprise upon the Hongkong capitalists who had financed his many schemes for withdrawing at a critical time the credit which was so absolutely essential to the successful culmination of his plans.

After his misfortune he went to Australia with his family to recuperate his failing health, and returned here a year and a half ago, apparently restored to his old time vigour, but the haunting memory of his past success and his bitter disappointment at the failure of his big plans caused despondency to make him an easy prey to the clutches of the disease which, after an almost superhuman struggle, finally conquered his indomitable nature.

Walter A. Fitton in the heyday of his successes was a public spirited citizen, a loyal friend, a devoted husband and father, and his friends who mourn his demise will say of him: "His faults are written in the sand, but his virtues are graven in the tablets of memory."

The deceased leaves a wife and two little daughters, Ethel and Dorothy, who are in Melbourne, Australia. His father, and brother, a well known London artist, Hedley Fitton, also survive him.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—
On the 23rd at 11.40 a.m.—The barometer has risen slightly over Japan, and fallen a little elsewhere.

The anticyclonic area remains central over the continent to the North of the Yangtze, and pressure is relatively low over the S. part of the China Sea. It is slightly in defect of the normal over the Philippines, and in excess by from 0.1 to 0.2 inch over China and Japan.

Gradients are moderate and strong monsoon will continue in the Formosa Channel and the China Sea.

FORECAST.

- 1.—Hongkong and neighbourhood, N.E. winds, fresh; fine.
- 2.—Formosa Channel, N.E. winds, strong.
- 3.—South coast of China between Hongkong and Lamook, same as No. 1.
- 4.—South coast of China between Hongkong and Halpa, same as No. 1.

CLEVER CAPTURE OF OPIUM-RUNNERS.

SUCCESSFUL AMBUSH.

JUNK CAPTAIN AND PRINCIPAL OPIUM-SMUGGLER HEAVILY FINED.

For some three years past the Opium Farm has suspected, and been keeping its wary eye upon, a certain fishing junk, as being the abode of a gang of opium smugglers.

The movements of this craft had for a long time been suspicious, it being particularly noticed that the left anchor came into the harbour at all times of the day and night, in such a way that no one was cognizant of her arrivals and departures, which were, to say the least of it, questionable in their uncertainty, and had a decided smack of the illicit about them. A few days ago, a secret communication reached the Opium Farm from their officials engaged in watching the movements of the suspected craft, to the effect that she had left Tsai Hing for Hongkong upon one of her stealthy voyages; and suggesting that she might be worth a visit. Acting upon this advice Chief Excise Officer Hoggarth, accompanied by a gang of his excisemen, went aboard, in two boats at 7 p.m. on the night of the 20th inst., to await at Capsumun the arrival of the junk.

They reached Capsumun at 4.30 p.m., and upon arrival were given to understand that, owing to the presence of several Chinese Revenue launches in the neighbourhood, it was thought that the junk would not venture down, but that they might expect to see her the following day. Chief Hoggarth, therefore, having visualized his men for a couple of days, returned alone to Hongkong, leaving his boats to picket the channel.

Upon receipt of another warning to the effect that the junk might be expected to arrive at Capsumun about 10.30 a.m. yesterday, Mr. Hoggarth left in the launch *Slum Lee* for the vicinity, where the launch, securely hidden in a creek, awaited the arrival of the opium-runners, without, however, sighting her. Having so far drawn blank, and noting that there was a heavy S.E. wind blowing, with a strong tide, conditions which made it improbable that the eagerly-awaited craft would put in an appearance, it was decided to heave up anchor, take some of the excisemen on to the launch, and proceed up the Canton River to smell out the adventurous junk in her own native haunts.

The launch steamed up the Canton River looking into every small creek and back-water, without success, until finally the patience of the Chief Excise Officer and his party was rewarded off Deep Bay, with the first glimpse of their quarry, sailing tranquilly and unsuspectingly into their very clutches.

Full speed ahead was the immediate order given on the launch, and each man girded up his loins and loosened his revolver for action, if necessary, while a peremptory signal was made to the junk to heave-to. Instead of heaving-to, however, the suspicious vessel went about and changed her course, which brought from the launch a prompt warning that if the sails were not lowered, the excisemen would bring their revolvers into play. Running the launch alongside the junk, Mr. Hoggarth and his assistants sprang aboard, where at first it looked as though the crew of five men would put up a fight.

Covered, however, by the revolvers of the excisemen they changed their attitude, and allowed themselves to be driven ash, where they remained under guard, while a strict search of the junk was made for contraband opium.

For one hour this search continued without result, until finally, from under the cooking stove, carefully covered over with ashes, two boxes were brought to light, each of which, upon being opened, was found to contain twenty-five tins of opium, or in all 750 tins.

The proof of the intended smuggling being now certain, the crew were placed under arrest, and the launch, with the junk in tow, returned to Hongkong.

This morning, at the Magistracy, before Mr. C. A. D. Melbourne, the crew of four men were charged with being in unlawful possession of opium, while the owner of the junk was charged with lending his craft for smuggling purposes.

As it was proved that the opium was the property of one man, only two convictions were recorded, the owner of the drug being mulcted in the sum of \$500, with the option of retiring into obscurity, with sufficient daily employment to keep his muscles properly developed, for the next three months; while the Captain bold was invited to hand over to the authorities the sum of \$500.

PRISON REFORM.

YOUNG OFFENDERS AND THE DECREASE OF CRIME.

Some very marked, and, in their way, momentous changes have been introduced of late in our prison administration. A steady movement has been in progress towards the more human and generally milder treatment of those whose liberty has been forfeited by their misdeeds. The ultimate aim and object of the system pursued has been to reduce the numbers in endurance and this has been attempted with distinct success in various commendable ways.

First and before all, measures have been taken to cut off the supply of prisoners at the source. Recent legislation has done much in this way; the First Offenders Act, for instance, which holds over the penalty of imprisonment pending good behaviour; the careful segregation of novices in crime from the evil influences of more hardened offenders; consistent efforts at child rescue and the better safeguarding of misbehaved children from criminal contamination; the creation and large development of juvenile adult reformatories, which are doing a great work in reclaiming recruits who

would inevitably have joined the great army of crime.

Figures, it has been said, may be adduced to prove anything. But the fact is undoubted that the volume of crime committed in this country has been steadily diminishing for some time past.

LESS PENAL SERVITUDE.

According to the last report of the Prison Commissioners, which has just appeared, the percentage per 100,000 of the whole population of persons convicted is 319 for 1904 (the latest year of statistics available), as against 419 for 1888, and the movement has been always downward, year after year. This covers all classes of offences, punishable summarily and on indictment.

A much more extraordinary fact is the marked decrease in the number of penal servitude sentences, or that adjudged to the most serious crimes. For the five years ending 31 Dec. 1899, the percentage per 100,000 of the population was 13.4, and for the five years ending 31 Dec. 1904, the percentage was 2.9.

It might be urged that there was, nevertheless, an enormous increase in summary convictions, but the large proportion of these were for contravention of law and regulations made in the interests of good order and public safety, and by no means involving real crime.

Referring to the advantages accruing under the First Offenders Act, one finds a marked increase in the numbers who have escaped gaol. In 1893 the total was 33,864, and in 1904 it had risen to 56,314 persons. Again, the wisdom of instituting the "star class," the system introduced in 1879, by which the comparatively untaunted were kept entirely apart from the old hands, has been fully proved by their subsequent abstention from re-conviction.

BARBARITIES OF THE PAST.

These excellent results will in due course be enlarged by the newer classification of last year of convicts into "star," "intermediate," and "reactionist," the last-named being a step towards the prolonged detention of the habitual criminal, not beyond the sentence inflicted, but shut off from the boon of license or ticket-of-leave. This "long sentence division" still falls short of the indeterminate confinement which many experts, especially police authorities, advocate as the only certain method of eliminating habitual crime, an excessive penalty from which our lawgivers still shrink. As it is the "reactionist" class will enjoy many privileges.

As a set off against the loss of remission, and a reasonable concession to the more humane penalties of his condition, he is permitted to purchase articles of comfort, to write letters to his friends, and to be more frequently visited by them.

The desire to ameliorate prison processes is a marked feature of to-day; there is no desire to inflict physical pain, and barbarous punishment of the treadmill has quite disappeared. The wheelchairs having been converted into labour sheds where a number of workmen can be collected together, and be spared the irksome isolation of the separate cell. The abolition of cranks or machines that ground "air" has been another triumph of common sense, and now oakum picking has been relegated to the limbo of useless inventions to replace what can be much better performed by machinery.

THE GENESIS OF CRIME.

The most interesting feature in modern prison management is that which is connected with the recently-devised methods of dealing with juvenile adult offenders. It was pointed out more than ten years ago that the genesis of the criminal habit was to be sought in the early years, preceding that of civil majority.

It has been ascertained as an absolute fact that no less than 64 per cent. of the habitual criminals who are the scourge of society received their first sentence below the age of twenty-one.

Further significance may be quoted. Although the proportion of youths between the ages of 16 and 21 is less than one-tenth of the whole population, nearly one in three burglaries and one in four robberies were committed by them; again, no less than 40 per cent. of persons convicted of indictable offences are under 21, although persons between 19 and 21 amount to only 23 per cent. of the population.

This led the Prison Commissioners to adopt what is now known as the Borstal System three years ago, and steadily persevere in developing and enlarging its action. Offenders of the age in question were committed to Borstal for not less than one year, and up to three years to be subjected to peculiar processes, and more especially when discharged to be helped to honest employment and carefully watched and safeguarded from relapse. While still in detention a very marked improvement has been effected in these lads by the system of open-air employment, drill, and physical exercise, and already the criminal taint is on the wane when they pass the prison gates and come under the after-care of philanthropic assistance.

A CHANCE FOR OFFENDERS.

The difficult problem of juvenile delinquency has been admirably tackled, and a very large proportion of those who were on the high road to professional crime has been won back to the straight path.

The Prison Commissioners have now opened a reformatory at Lincoln on the Horatia line; at Wormwood-scrubs the criminal youth of the metropolis will shortly be concentrated for similar treatment; the system has been in force for a year or more at Dartmoor for lads of the age mentioned sentenced to penal servitude, and their reclamation has been largely accomplished.

What is chiefly wanted now is legislation to ensure the proper application of the method to all youthful offenders qualified to come under it. There must be an end of the ridiculously short sentence, which affords no time for the action of the reformatory processes, and courts of law should be at liberty to commit all offenders at the criminal age to the new institutions for periods of not less than one year.

The result would be an increase in reclamation and a corresponding decrease in the numbers otherwise bound to graduate in habitual crime.—Major Arthur Griffiths in *Morning Leader*.

THE SHANGHAI AUTOMATIC TELEPHONE EXCHANGE.

By the courtesy of Mr. W. D. B. Dodson a representative of this paper was yesterday shown over the small automatic exchange that has been installed at the Astor House, says the *N.C.D. News*. Though the exchange, actually, contains comparatively few switches, it is a complete unit of an exchange for 10,000 numbers, and in order better to show the actual working of the system the numbers are all above 1,000. It must be confessed that the switches, which are enclosed in a handsome polished case look exceedingly complicated, but the moving parts are few, and with ordinary care one soon comes to the conclusion that there is little likelihood of interruptions in the service. Not the least interesting portion of the switches is the apparatus for calling attention to an interruption or fault on any of the wires. A lamp is immediately lighted and the mechanism can be overhauled in a few minutes should suffice to remedy any defect.

The telephone itself is a handsome nickel-plated instrument, and is far from being so complicated as adverse criticism would lead one to suppose. The dial contains nine figures, and a cipher; opposite each figure is an aperture to fit the finger, and all that it is necessary to do to register the figures that form the number required, is to insert the finger in the apertures referred to, and draw the dial downwards until it is brought to a stop by a finger rest. The dial returns automatically to its normal position, and to ring up, and get connected with, a number that is not engaged, is the work of between three and four seconds. Should the number wanted be engaged a clicking, which cannot possibly be mistaken, is heard when the receiver is put to the ear. The numbers are disconnected automatically immediately the receiver is placed on the hook again.

It is almost impossible for one who is not an expert to describe the working of the switches. It is fascinating to watch them, and hear the successive clicks which indicate that a number is being called up. First on one part of the board, then on another, one sees rods mysteriously rise, turn, and come to rest, and almost immediately a bell indicates that the number sought has been obtained. When the conversation is finished a unanimous click, and simultaneous falling of several of the rods show that disconnection has been effected. Perhaps it is most wonderful to see an attempt made to ring up a number which is already engaged. The rods move up and round as usual, hesitate when they should come to rest, and then drop without more ado.

Of course one naturally wonders whether the whole of a large exchange would continue to work as smoothly and perfectly week after week. Time alone would show, but mechanical contrivances are now made so perfectly that there seems no reason why a carefully supervised automatic exchange should not stand the test of prolonged service. At any rate, while it worked one would not have to ring up a number four or five times spend about ten minutes at the telephone and then be told that the number required was engaged, as has frequently been the experience in Shanghai. It would seem a simple matter to teach even a native operator the word "engaged" and thus prevent much of the delay experienced by subscribers to the local service. But the latter, even when at its best, does not get one through in, at the outside, four seconds. Much might be done to improve our telephone service, which certainly cannot be said to be satisfactory at present.

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

Buyers:—National Banks \$47, Hongkong Fires \$332, Indo-Chinas \$75, Raubs \$88, Hongkong Docks \$150, Kowloon Wharves \$88, Hongkong Lands \$104, China Providents \$5, Dairy Farms \$17, Cements \$19, Electrics \$15.

Sellers:—Unions \$770, Cantons \$300, China Fires \$95, Macao Steamboats \$27, China and Manilas \$23, Douglas \$40, Shell Transports \$14, China Sugars \$145, Shanghai Docks \$10, Hongkong Lands \$105, West Points \$50, Humphreys Estate \$12, Hongkong Cottons \$13, China Borneos \$10, China Providents \$9, Ices \$236, Ropes \$23, China Light and Power \$10, A. S. Watsons \$24, Powells \$8.

Sales:—Hongkong Fires \$335, Macao Steamboats \$27, Raubs \$8, Hongkong Docks \$150, Humphreys Estates \$12, China Providents \$9, Nominal:—Hongkong Wharves \$12, Hongkong Hotels \$124, Tramways \$215.

TO-DAY'S EXCHANGE.

Selling.
London—Bank T.T. 2/3 5/16
Do. demand 2/3 1/2
Do. 4 months' sight 2/3 1/2
France—Bank T.T. 2/3 1/2
America—Bank T.T. 5/11
Germany—Bank T.T. 2/3 1/2
India T.T. 16/9
Do. demand 16/9
Shanghai—Bank T.T. 7/2
Singapore T.T. 2 1/2 prem.
Japan—Bank T.T. 112
Java—Bank T.T. 37 1/2

Buying.
4 months' sight L/C 2/4 1/16
6 months' sight L/C 2/4 1/16
30 days' sight San Francisco & New York 5/11
4 months' sight do. 5/11
30 days' sight Sydney and Melbourne 2 1/2 5/16
4 months' sight France 2 1/2 5/16
6 months' sight do. 2 1/2 5/16
4 months' sight Germany 32 3/16
Bar Silver 32 9/16
Bank of England rate 6 1/2
Barrel of oil 6 1/2

ROYAL WAST KNIS.

ARRANGEMENTS FOR EMBARKATION.
The following programme for the embarkation of the troops on H.T. *Soudan* has been published:—
Monday, 26th inst., at 7 a.m., all heavy baggage (white label only) to be ready for removal to the lighter.
Tuesday, 27th inst., at 2.30 p.m., all married families to be embarked (with light baggage). One officer, 2nd R.W.K. Regt., to be in charge 3 p.m., 4th Co's, and 1st W.K. Regt., to be embarked (with their kit bags). (Mount Austin Det.) 5 p.m., sick and details R.A.M.C. to be embarked under arrangements made by P.M.O.
Wednesday, 28th inst., at 9 a.m. remainder of the 2nd R.W.K. Regt. to be embarked with their kit bags; also light baggage, "cabin" and "change of clothing" of all class passengers. 11 a.m., a launch for individual officers, etc. will leave.

To-day's Advertisements.

HONGKONG HOTEL.

—MENU—

SATURDAY, NOVEMBER 24TH, 1906.

DINNER.

HORS D'OEUVRES.

Sardines on Toast.

SOUP.

Consommé Royal.

FISH.

Fish au Gratin.

ENTREES.

Lamb Cutlets and Green Peas.

Jugged Hare and Red Currant Jelly.

Devilled Eggs.

CURRY.

Madras.

JOINTS, &c.

Roast Sirloin of Beef and Baked Potatoes.

Roast Turkey and Cranberry Sauce.

Boiled Bacon and Spinach.

Cold Roast Wild Duck and Mixed Salad.

SWEETS.

Toast Pudding.

Chocolate Ice Cream and Finger Cakes.

Gula Malacca. Cheese Straws.

DESSERT.

Coffee. Fruits. [1135]

IN THE SUPREME COURT OF HONGKONG.

IN THE MATTER OF THE ESTATE OF ARTHUR MYERS, LATE OF VICTORIA, HONGKONG, FOREMAN MASON, KOWLOON-CANTON RAILWAYS, Deceased.

NOTICE is hereby given that the Court has, by virtue of Section 58 of the Probates Ordinance 1897, made an Order limiting to the 20th day of January, 1907, for sending in Claims against the above Estate.

All Creditors are hereby required to send their Claims to the Undersigned before the said date.

Dated this 21st day of November, 1906.
ARATHOON SETH,
Official Administrator.

BILLIARD TOURNAMENT AT THE OCCIDENTAL HOTEL, KOWLOON.

IT is proposed to have a BILLIARD MATCH FOR TWO SILVER CUPS. Gentlemen who wish to join will kindly enter their names upon the list at the OCCIDENTAL HOTEL, Kowloon. Entries close on MONDAY, the 26th instant.

Hongkong, 23rd November, 1906. [1132]

TO BE OPENED SHORTLY.
A PICTORIAL POSTCARD STALL IN Queen's Road where HONGKONG VIEW POSTCARDS can be had from ONE CENT EACH.

Great Assortment of Actresses, Comic and Artistic Cards; also a stock of Tuck's Half Masks.
Hongkong, 23rd November, 1906. [1136]

THE H. A. L. Steamship

"ANDALUSIA,"
Captain Haase, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from the alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge, will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 29th instant, at 3 P.M.

No Fire Insurance has been effected.
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 23rd November, 1906. [1134]

STEAM TO CANTON.
THE New Twin Screw Steel Steamer

"KWONG TUNG," 1,238 Tons, H. W. WALKER.
Leaves Hongkong for Canton on each Sunday, Tuesday and Thursday, at 9 every evening. Leaves Canton for Hongkong on each Monday, Wednesday and Friday, about 5.30 o'clock every evening.

This Fine New Steamer has unexcelled Accommodation for First Class Passengers and is lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey, 5s (Servant excluded).
Meals \$1 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.
YUEN ON S.S. CO., LD.
No. 8, Queen's Road West.
Hongkong, 7th November, 1906. [107]

Intimations.

THE

ROBINSON PIANO

CO., LD.

HAVING SECURED AN INTEREST

IN A LARGE

LONDON FACTORY

CAN SUPPLY

HOME PIANOS

ON EVEN MORE EXCEPTIONAL

TERMS THAN EVER.

PIANO

AND

APOLLO

PIANOLA,

\$550!!!

FROM MANUFACTURER TO

PURCHASER DIRECT.

Hongkong, 10th November, 1906. [18]

MOËT & CHANDON'S

HIGHEST GRADE OF CHAMPAGNE IS

"DRY IMPERIAL"

BRAND

AS SUPPLIED BY ROYAL WARRANTS

TO

KING EDWARD VII.

THE EMPEROR OF GERMANY.

THE CZAR OF RUSSIA.

ALSO SUPPLIED FOR THE

LEADING PRESIDENTIAL

BANQUETS

OR

FRANCE AND THE UNITED STATES.

SOLE AGENTS:

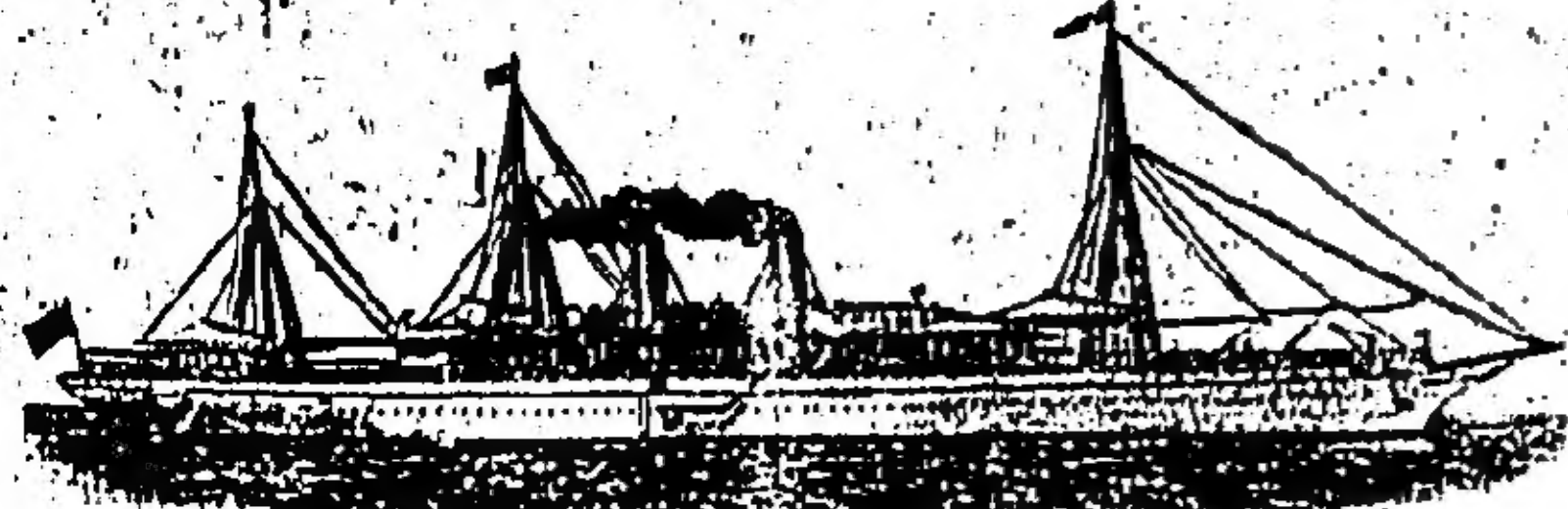
H. PRICE & CO.

WINE AND SPIRIT MERCHANTS.

12, QUEEN'S ROAD CENTRAL.

Hongkong, 8th November, 1906. [4]

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	Leave Hongkong	Arrive Vancouver
"ATHENIAN"	3,882	WEDNESDAY, November 28th	December 22nd
"EMPEROR OF JAPAN"	6,000	THURSDAY, December 20th	January 7th
"TARTAR"	4,425	WEDNESDAY, January 9th	February 2nd
"EMPEROR OF CHINA"	6,000	THURSDAY, January 17th	February 4th
"MONTEAGLE"	6,163	WEDNESDAY, January 23rd	February 16th
"EMPEROR OF INDIA"	6,000	THURSDAY, February 14th	March 4th

"EMPEROR" steamers will depart from Hongkong at 4 P.M. Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and Quebec with the Company's New Pacific "EMPEROR" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 21 days from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class, £14 St. Lawrence £60. Via New York £61. Hongkong to London, Intermediate on £40. £42.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, Acting General Agent, Corner Paddy Street and Praya.

Hongkong, 23rd November, 1906.

INDO CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For Steamship On

SHANGHAI.....KINGWANG.....SATURDAY, 24th Nov., Noon.

SINGAPORE, PENANG & CALOUTTA KUTSANG.....SATURDAY, 24th Nov., 3 P.M.

† Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 23rd November, 1906.

CHINA NAVIGATION CO., LIMITED.

For STEAMERS. To SAIL.

NINGPO and SHANGHAI....."YOHOW".....24th November.

MANILA....."TEAN".....27th "

SHANGHAI....."KUKIANG".....27th "

SHANGHAI....."HANGHONG".....30th "

SHANGHAI....."KALGAN".....1st December.

MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, OARNS, TOWNVILLE, BRISBANE, SYDNEY & MELBOURNE....."TSINAN".....3rd "

YOKOHAMA and KOBE....."CHANGSHA".....13th "

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

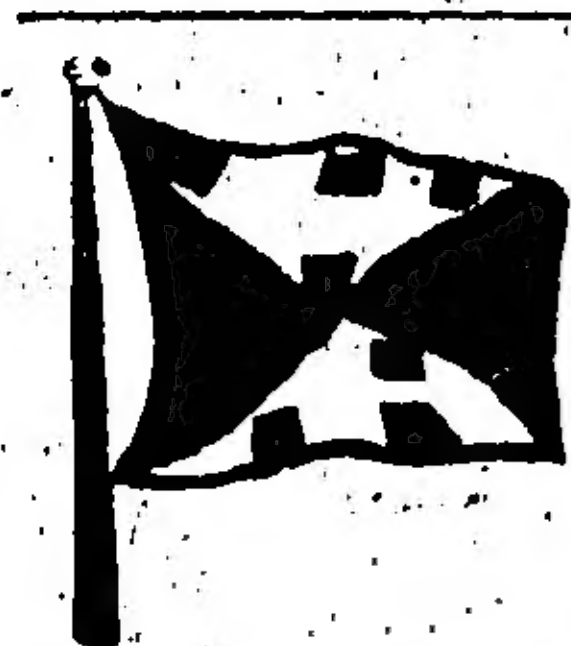
* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unvalued table. A daily qualified Surgeon is carried.

† Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 23rd November, 1906.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardesses carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 24th Nov., at Noon.
RUBI	2540	R. Almond	"	SATURDAY, 1st Dec., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 17th November, 1906.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship About

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 22nd November, 1906.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

By the new steamers, "RHENANIA," "HAMBURG," "HOHENSTAUFEN" and the "SCANDIA" and "SILESIA." The steamers are specially built for the tropics and have luxurious passenger accommodation first class. Cabins Amidships, lighted throughout by electricity, cabins fitted with bath. Doctor and Stewardesses carried. Laundry on board. Return tickets issued at reduced rates for two years available, through tickets to be had to London via Havre and to New York via Naples and Hamburg.

NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA, TSINGTAU, CHEFOO AND TIENTSIN VIA SHANGHAI.

Steamship	Captain	2nd December
HOHENSTAUFEN	Jaeger	2nd December
SILESIA	Bahle	2nd January
SCANDIA	v. Doehren	1st February
HAMBURG	v. Hoff	4th March
RHENANIA	Jaeger	3rd April
HOHENSTAUFEN	Bahle	1st May
SILESIA	v. Doehren	1st July
SCANDIA	v. Doehren	1st July

NEXT SAILINGS HOMEWARD.

FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, HAVRE, (LONDON VIA HAVRE) AND HAMBURG.

Steamship	Captain	14th December
RHENANIA	v. Hoff	14th December
HOHENSTAUFEN	Jaeger	11th January
SILESIA	Bahle	8th February
SCANDIA	v. Doehren	22nd March
HAMBURG	v. Hoff	2nd April
RHENANIA	Jaeger	17th May
HOHENSTAUFEN	Bahle	14th June
SILESIA	v. Doehren	12th July

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA AND ALEXANDRIA	24th November
FOR SHANGHAI, KOBE & YOKOHAMA AND ALEXANDRIA	25th November
FOR TSINGTAU, NAGASAKI & DAPHNE	27th November
FOR SHANGHAI, KOBE & YOKOHAMA AND ALEXANDRIA	28th November
FOR SHANGHAI, KOBE & YOKOHAMA AND ALEXANDRIA	29th November
FOR SHANGHAI, KOBE & YOKOHAMA AND ALEXANDRIA	30th November

NEXT SAILINGS HOMEWARD.

VIA STRAITS, COLOMBO AND ADEN.
Taking Cargo at through rates to Antwerp, Amsterdam, Rotterdam, Copenhagen, Lisbon, Oporto, London, Liverpool, Glasgow, Trieste, Genoa, Ports in the Levant, Aden Sea and Baltic Ports, North and South American Ports. Also via Aden or Port Said by the Arabic Persian Service to Arabia and Persian Gulf Ports.

FOR HAVRE, ANTWERP AND HAMBURG	30th Nov.
FOR NAPLES, HAVRE, BREMEN & HAMBURG	14th Dec.
FOR HAVRE AND HAMBURG	28th Dec.
FOR NEW YORK	2nd Jan.
FOR NEW YORK	16th Jan.
FOR NAPLES, HAVRE, BREMEN & HAMBURG	14th Jan.
FOR HAVRE AND HAMBURG	28th Jan.
FOR NAPLES, HAVRE AND HAMBURG	11th Feb.
FOR NAPLES, HAVRE AND HAMBURG	25th Feb.
FOR NAPLES, HAVRE AND HAMBURG	11th Feb.
FOR NAPLES, HAVRE AND HAMBURG	25th Feb.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"GREGORY APCAR,"

Captain S. H. Nelson, will be despatched for the above Ports, on TUESDAY, the 27th instant, at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON & CO., LIMITED,

Agents.

Hongkong, 20th November, 1906.

"BEN" LINE OF STEAMERS.

FOR LONDON.

THE Steamship

"BEN MOHR,"

Captain Webster, will be despatched at above, on or about the 30th November.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,

Agents.

Hongkong, 12th November, 1906.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Manila, Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN,"

Captain McArthur, will be despatched for the above Ports, on SATURDAY, the 1st December, at 10 A.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,

Agents.

Hongkong, 13th November, 1906.

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP.

THE Steamship

"GLENAVON,"

Captain Woolfenden, will be despatched at above, on FRIDAY, 7th December, 1906.

For Freight, apply to

MCGREGOR BROS. & CO.,

Agents.

Hongkong, 22nd November, 1906.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between HONGKONG, SALINA CRUZ, CALLAO and IQUIQUE, via JAPAN PORTS. Will be sent to VALPARAISO if sufficient inducement.

THE Steamship

"KASATO MARU," 6,000 tons.

Captain W. C. T. S. Filler, will be despatched at above, middle of December.

Taking Freight and Passengers to other Western Coast Ports of South America.

The above Steamer has splendid Accommodation and is fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For further information, apply to

K. MATSUDA,

Manager,

Yok Building.

Hongkong, 14th November, 1906.

NORDEUTSCHER LLOYD, BREMEN.

NOTICE.

FOR KUDAT AND SANDAKAN.
Taking Cargo at through rates to Tawau, Lahad Datu, Labuan, Jolo, Zamboanga and Menado.

THE Steamship

"BORNEO,"

Captain F. Sembill, will be ready to load TO-MORROW, 24th instant.

For Freight or Passage, apply to

NORDEUTSCHER LLOYD,

MELCHERS & Co.,

Agents.

Hongkong, 23rd November, 1906.

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"FLINTSHIRE,"

will be despatched for the above Ports, TO-MORROW, the 24th instant.

For Freight and Passage, apply to

SHEWAN, TOMES & Co.,

Agents.

Hongkong, 23rd November, 1906.

THE ORIENTAL PACIFIC LINE.

FOR SAN FRANCISCO VIA PORTS.

THE Steamship

"DAKOTAH,"

will be despatched for the above Ports, on or about the 26th instant.

For Freight and further particulars, apply to

SHEWAN, TOMES & Co.,

Agents.

Hongkong, 20th November, 1906.

COMPAGNIE DES MESSEGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"POLYNESIE,"

Captain Broc, will be despatched at above, on MONDAY, the 26th instant.

For Freight or Passage, apply to

G. DE CHAMPEAUX,

Agent.

Hongkong, 20th November, 1906.

For Sale.

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—SIEMSEN & CO.

Hongkong, 10th January 1903.

NIKKO CO.

WHOLESALE AND RETAIL DEALERS, in all kinds of JAPANESE FINE ART CURIOS, TEA SETS, and SATSUMA WARE.

At Moderate Prices.

Orders Promptly Executed.

No. 5, ARSENAL STREET, Hongkong.

Hongkong, 28th April, 1906.

HONGKONG AVERAGE MARKET PRICES.

Corrected 22nd November, 100 cts. per 5 Mds.

BUTCHER MEAT.

Cents.

Beef sirloin & prime cut—Mei Lung Pa

" Corned—Ham Ngau Yuk

" Roast—Shiu

" Breast—Ngau Lam

" Soup, Tong Yuk

" Steak—Ngau Yuk Pa

" Sirloin—Ngau Lau

" Sausages—Ngau Yuk Chuan

" Bullock's Brains—Know—per set

" Tongue fresh—Ngau Li

" Corned—Ham Ngau Li

" Head—Ngau Tau

" Heart—Ngau Sum

" Hump, Salt—Ngau Kin

" Feet—Ngau Kerk

" Kidneys—Ngau Yiu

" Tail—Ngau Mei

" Liver—Ngau Con

" Tripe (undressed)—Ngau To

" Calves' Head and Feet—Ngau-chai

" Mutton Chop—Yeung Fai Kwat

" Leg—Yeung Pei

" Shoulder—Yeung Shau

" Pig's Chittlings—Chi cheong

" Brains—Chi Kwau

" Feet—Chi Kerk

" Fry—Chi Chak

" Head—Chi Tau

" Heart—Chi Sum

" Kidneys—Chi Yiu

" Liver—Chi Kon

" Pork Chop—Chi Pai Kwat

" Corned—Ham Chu Yuk

" Leg—Chu Pei

" Fat or Lard—Chu Yau

" Sheep's Head and Feet—Yeung Tau

" Keok

" Heart—Yeung Sum

" Kidneys—Yeung Yiu

"

GRAINGERBURN,
d Mrs T. Smith

O. J. Smith, Esq.

nd Mrs. Webb, Mr. and Mrs.
s Montague
nt Young, J. A.

OCCIDENTAL
Robertson, Mrs. C.
Robertson, Miss Kathi
Robertson, Master G.
G.
Stevens, H.
Wessels, Mr. and Mrs.
D.
Whiting, H. O.

In 1871 Bridgewater was compelled to pay fine of £5,140 for corrupt practices at election. This necessitated a rate of 3s. in the £.

GRAINGERBURN,
d Mrs T. Smith

O. J. Smith, Esq.

nd Mrs. Webb, Mr. and Mrs.
s Montague
nt Young, J. A.

19	30.14	—
21	30.91	—

30.35	—	—	—	0	—
30.35	—	—	N	—	—
30.36	—	—	N	2	—
30.32	—	—	NE	4	—
30.29	—	—	NE	4	—
30.61	39	—	NW	3	C
30.64	27	—	NW	3	C
30.65	43	75	NW	2	C
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30.55	49	71	N	1	0
30.45	42	66	N	—	—

17	30.49	32
18	30.37	60

[illegible]

1987	1	1
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10 a.m.	29.96	73	100	N	4	0
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"	29.87	81	—	NE	1	0
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"	29.90	84	—	—	—	—

September 23rd, 190

7	a.m.	—	—	—	—	—	—
6	a.m.	29.97	—	—	SW	4	—
"	"	30.1	—	—	W	6	—
"	"	30.22	—	—	W	—	—
"	"	30.31	—	—	W	4	—
"	"	30.39	—	—	W	2	—
"	"	30.39	—	—	NE	4	—
"	"	30.37	—	—	NE	4	—
"	"	30.28	—	—	NE	4	—
"	"	30.25	—	—	NE	4	—
6	a.m.	—	—	—	—	—	—
9	a.m.	30.58	33	—	W	3	077

6 a.m.	11	11
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4	a.m.	30:50	54	61	ENR	3	o
	"	30:45	54	74	E	4	cy
	"	30:28	61	79	N	3	o
6	a.m.	30:21	63	72	NNR	2	q
	"	30:23	58	88	NNW	0	b
5	a.m.	30:25	—	—	E	8	—

91	30.17	—
92	30.13	—

31	30.11	—	—	NE	10	—
32	30.15	—	—	NE	10	—
9 a.m.	—	—	—	—	—	—
10 a.m.	30.25	70	64	E	2	5
	—	—	—	—	—	—

12-1-81

[illegible]

9	4,000	—	—
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16	29.85	81	—	—	—	—
17	29.89	82	—	—	—	—
18	29.83	84	—	—	—	—

No

NAME	30.30	30.18
DATE	69	66
TIME	53	66
LOCATION		
THAM		
W. Davidson		
Bamber		
LA		
Hongkong		
Hongkong		
Yangtze		
Yangtze		
Shanghai		

1977

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09	000	000	Hongkong
10	000	000	Yangtze
11	000	000	Hongkong
12	000	000	West River
13	000	000	Hongkong
14	000	000	West River
15	000	000	West River
16	000	000	Yangtze
17	000	000	Hongkong
18	000	000	Hongkong

retail
R. West

sea	000	000	Hongkong
sea	000	000	Hongkong
Thomas	000	000	Hongkong
Walter-Simson	000	000	Yangtze
odd	000	000	Yangtze
Know	000	000	Yangtze

...and the

November 22nd, 1906, and

		Bar.	Th. Hur.	Wind	Wr.
Vladivostok	7	a.m.	—	—	—
Venuro	6	a.m.	29.97	W	6
Yakodate	6	a.m.	30.09	W	8
Yochi	6	a.m.	30.14	NW	2
Yagasaki	6	a.m.	30.15	—	—
Yagoshima	6	a.m.	30.15	N	2
Osijima	6	a.m.	30.16	—	—
Naha	6	a.m.	30.32	NE	4
Ishigakijima	6	a.m.	30.44	NE	4
Chefoo	6	a.m.	30.61	NW	3
Weihaiwei	6	a.m.	30.64	NW	3
Hankow	6	a.m.	30.65	NW	3
Kiukiang	6	a.m.	30.65	—	—
Shanghai	9	a.m.	30.55	N	5
Amoy	9	a.m.	30.59	NW	5
Sharp Peak	9	a.m.	30.60	NW	5
Ampoy	6	a.m.	30.62	NW	5
Szawto	6	a.m.	30.25	E	6
Faichoku	5	a.m.	30.28	E	6
Faichu	5	a.m.	30.23	—	—
Fainan	5	a.m.	30.20	NE	6
Koshun	5	a.m.	30.17	NE	10
Pescadore	5	a.m.	30.18	NE	6
Canton	9	a.m.	30.33	60	b
Hongkong	10 a.m.	30.36	59	b	
Victoria Peak	10 a.m.	30.39	53	b	
Gap Rock	10 a.m.	30.39	53	c	
Macao	9	a.m.	30.35	NE	1
Hoihoi	9	a.m.	—	—	—
Pakhoi	9	a.m.	—	—	—
Phulien	10 a.m.	—	—	—	—
Tourane	10 a.m.	—	—	—	—
C. St. James	10 a.m.	—	—	—	—
Aparri	6	a.m.	29.96	W	4
Manila	10 a.m.	29.96	73	W	4
Legaspi	6	a.m.	—	—	—
Racold	9	a.m.	—	—	—
Hiloilo	9	a.m.	29.87	NE	4
Cebu	9	a.m.	29.92	NE	4
Labuan	9	a.m.	29.90	NE	2

Stock.	7	A.M.	-	-	-	-	-	-
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Emuro	6 a.m.	29.07	SW	4	6	4	2	1
Hakodate	"	30.17	SW	4	6	4	2	1
Tokio	"	30.22	SW	4	6	4	2	1
Kochi	"	30.31	W	4	6	4	2	1
Yamaguchi	"	30.39	W	4	6	4	2	1
Kagoshima	"	30.39	W	4	6	4	2	1
Oshima	"	30.37	W	4	6	4	2	1
Naha	"	30.28	W	4	6	4	2	1
Ishigakijima	"	30.25	W	4	6	4	2	1
Chofu	6 a.m.	"	W	4	6	4	2	1
Weihaiwei	9 a.m.	30.58	W	4	6	4	2	1
Wankow	6 a.m.	"	W	4	6	4	2	1
Kinkiang	"	30.50	W	4	6	4	2	1
Shanghai	"	30.45	W	4	6	4	2	1
Gulfair	9 a.m.	30.21	ENE	3	4	3	2	1
Guizhai	"	30.45	ENE	3	4	3	2	1
Shan Pei	"	30.21	ENE	3	4	3	2	1
Anoy	6 a.m.	30.21	ENE	3	4	3	2	1
Swatow	"	30.28	ENE	3	4	3	2	1
Taipei	5 a.m.	30.25	ENE	3	4	3	2	1
Taipei	"	30.17	ENE	3	4	3	2	1
Tainan	"	30.13	ENE	3	4	3	2	1
Koshu	"	30.11	NE	10	10	10	10	10
Pescadore	"	30.15	NE	10	10	10	10	10
Canton	9 a.m.	"	NE	10	10	10	10	10
Hongkong	10 a.m.	30.25	NE	10	10	10	10	10
Victoria	"	30.25	NE	10	10	10	10	10
Cap Rock	"	30.31	NE	10	10	10	10	10
Macao	"	30.31	NE	10	10	10	10	10
Haihow	9 a.m.	"	NE	10	10	10	10	10
Pakhoi	"	"	NE	10	10	10	10	10
Phillip	10 a.m.	"	NE	10	10	10	10	10
Tourane	"	"	NE	10	10	10	10	10
C. St. James	"	"	NE	10	10	10	10	10
Apari	6 a.m.	"	NE	10	10	10	10	10
Manila	10 a.m.	"	NE	10	10	10	10	10
Leapi	6 a.m.	"	NE	10	10	10	10	10
Bacolo	9 a.m.	"	NE	10	10	10	10	10
Holi	"	20.85	SW	1	3	0	0	0
Cebu	"	20.80	NE	1	3	0	0	0
Lubuan	"	20.83	NE	1	3	0	0	0

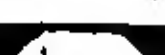
HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION

NAME.	CLASS.	TONS.	GUNS.	I.H.P.	CAPTAIN.	LAST REPORTED AT.
Alacrity	dispatch vessel	1,795	4	3,000	Commander E. La T. Latham	Hongkong
Astrak	cruiser, 2nd class	4,352	10	7,000	Captain C. L. Savory, M.V.O.	Hongkong
Bramble	river gunboat	710	6	900	Lieut.-Commander E. G. W. Davidson	Yangtze
Buntamot	river gunboat	710	6	900	Lieut.-Commander W. L. Bamber	Yangtze
Cadmus	sloop	1,070	6	1,400	Commander B. L. Majendie	Shanghai
Cherub	water tank and tug	590	—	300		Hongkong
Clio	sloop	1,070	6	1,400	Commander C. D. S. Raikes	Hongkong
Diadem	cruiser, 1st class	11,000	16	16,150	Captain H. W. Savory, M.V.O.	Hongkong
Fame	torpedo boat destroyer	590	6	5,700	Lieut.-Commander A. L. Gresson	Hongkong
Flora	cruiser, 2nd class	4,352	10	7,000	Captain H. Grant-Dutton	Shanghai
Handy	torpedo boat destroyer	575	6	4,000	Lieut.-Commander H. B. Cox	Hongkong
Hart	torpedo boat destroyer	575	6	4,000	Lieut.-Commander R. Henniker-Heaton	Hongkong
Isis	torpedo boat destroyer	550	6	5,000	Lieut.-Commander W. H. Darvall	Hongkong
Leont	cruiser, 1st class	9,800	14	23,000	Captain S. V. V. de Horsey	Hongkong
King Alfred	cruiser, 1st class	14,100	18	30,000	Captain C. F. Thurnby	Hongkong
Kinsha	river gunboat	616	4	1,200	Lieut.-Commander Percy Cambridge	Yangtze
Moomouth	cruiser, 1st class	9,800	14	23,000	Captain J. A. Toke	Hongkong
Moorhen	river gunboat	180	2	200	Lieut.-Commander Robert E. Vaughan	West River
Osprey	torpedo boat destroyer	590	6	6,500	Lieut.-Commander J. Kiddle	Hongkong
Robin	river gunboat	81	2	240	Lieut.-Commander G. C. Valcott	West River
Sandpiper	river gunboat	81	2	240	Lieut.-Commander H. T. Atlay	West River
Snipe	river gunboat	81	2	240	Lieut.-Commander J. T. S. Lyons	Yangtze
Taka	torpedo boat destroyer	550	6	6,500	Boatsw. T. O. Strath	Hongkong
Tamar	receiving ship	4,050	6	—	Commodore H. P. Williams	Hongkong
Teal	river gunboat	180	2	200	Lieut.-Commander K. Secretan	Yangtze
Thistle	river gunboat	710	6	800	Lieut.-Commander R. M. R. West	Yangtze
Virago	torpedo boat destroyer	595	6	6,300	Lieut.-Commander Stevenson	Hongkong
Waterwitch	surveying ship	240	4	450	Commander R. W. Glennie	Hongkong
Whiting	torpedo boat destroyer	550	6	5,600	Lieut.-Commander C. R. L. Thomas	Hongkong
Wildgoose	river gunboat	195	2	300	Lieut.-Commander G. M. Spence-Simson	Yangtze
Woodcock	river gunboat	150	2	150	Lieut.-Commander G. J. Todd	Yangtze
Woodlark	river gunboat	150	2	150	Lieut.-Commander Jas. W. Knox	Yangtze

* Flying Flag of Vice-Admiral Sir Arthur W. Moore, Commander-in-Chief.

* Flying Flag of Vice-Admiral Sir Arthur W. Moore, Commander-in-Chief

**MESSAGÉRIES
MARITIMES**
FRENCH MAIL STEAMERS.



STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, AUSTRALIA,
ADEN, EGYPT, MAR-
SEILLES, LONDON,
HAVRE, BORDEAUX, MEDITERRANEAN AND
BLACK SEA PORTS.

The S.S. "TONKIN."
 Captain J. Charbonnel, will be despatched for
MARSEILLES on TUESDAY, the 27th
November, at 1 P.M.
 Passage tickets and through Bills of Lading
 issued for above ports, and for Australia with
 prompt transhipment at Colombo.
 Cargo also booked for principal places in
 Europe.

Next sailings will be as follows:—
S.S. ERNEST SIMONS11th December.
S.S. POLYNESIAN25th December.
S.S. CALEDONIEN 8th January.
S.S. SALAZIE22nd January.
S.S. OCEANIEN 5th February.

G. DE CHAMPEAUX,
 Agent.
 Hongkong, 14th November, 1906.



**THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.
FOR STRAITS, CEYLON, AUSTRALIA
INDIA, ADEN, EGYPT, MEDITER-
RANEAN PORTS, PLYMOUTH
AND LONDON.**

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN and SOUTH AFRICAN PORTS.)
THE Steamship

"MALTA."

Captain R. A. Peters, carrying His Majesty's Mail, will be despatched from this Port **BOMBAY, on SATURDAY, the 1st December,** at Noon, taking **Passengers and Cargo** for the above Ports, in connection with the Company's **S.S. Himalaya**, 7,000 tons, from Colombo. **Passengers' accommodation** in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the **R.M.S. Araba**, due in London on the 12th January, 1907.

Parcels will be received at this Office until 5 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to
E. A. HEWETT,
Superintendent
Hongkong, 21st November, 1906.

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS.

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.
ESTABLISHED 1815.

ESTABLISHED 1815.

	One Case Qts.	One Case Pis.
COGNAC	\$21.50	—
"	19.00	—
"	16.00	—
WHISKY, PALL MALL	19.00	—
" JOHN WALKER	12.00	—
" C. P. & CO'S SPECIAL BLEND	10.00	—
PORT WINE, INVALIDS	19.00	—
" DOURO	13.00	—
SHERRY, AMOROSO.	19.00	—
" LA TORRE	15.25	—
BENEDICTINE, D.O.M.	38.50	40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,
HONGKONG AGENTS.

Hongkong, 16th November, 1906.

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE.

GENERAL HOUSEHOLD

REQUISITES.

• &c., &c., &c.

Telephone 256

DÉPOT

RASIMAN'S

KODAKS, FILMS:

AND-

ACCESSORIES.

AMATEUR WORK Receives **PROMPT** and **CAREFUL ATTENTION.**
 Monday, 14th May, 1901

SHARE QUOTATIONS

Supplied by Messrs. E. S. KAPOORIE, & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	{ \$1,000,000 \$10,250,000 \$250,000 \$12,735 \$150,000 }	\$1,712,472	{ \$1.15/- @ Ex. 2/11 = \$16.47 for first half- year 1905 \$2 (London 3/6) for 1903	54 %	{ \$810 London 293-191 }
National Bank of China, Limited	99,925	£7	£6	{ \$1,675,000 \$200,000 }	\$233,638	\$20 for 1905	64 %	\$300
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$110,000 Tls. 100,000 Tls. 50,000 }	Tls. 185,529	{ Final of 7/6 making 15/- for year ended 30.6.1906	6 %	Tls. 57½ sellers
North China Insurance Company, Limited	10,000	£15	£5	{ \$2,000,000 \$40,000 \$133,131 \$133,844 \$80,279 \$61,278 \$15,527 }	\$2,792,271	Interim div. of \$30 for 1905	44 %	\$77½ sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	{ \$1,000,000 \$230,488 \$2,616 \$1,220,928 }	\$344,098	\$6 for 1904	64 %	\$95 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	{ \$1,000,000 \$230,488 \$2,616 \$1,220,928 }	\$422,618	\$25 for 1904	74 %	\$324 buyers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$6,000 \$26,438 \$93,562 \$250,000 \$600,000 \$144,386 \$120,000 \$280,958 \$3,099 }	\$6,563	\$14 for 1905	64 %	\$23
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$6,000 \$26,438 \$93,562 \$250,000 \$600,000 \$144,386 \$120,000 \$280,958 \$3,099 }	Nil.	\$24 for year ended 30.6.1906	64 %	\$40
China and Manila Steamship Company, Limited	30,000	\$25	\$24	{ \$6,000 \$26,438 \$93,562 \$250,000 \$600,000 \$144,386 \$120,000 \$280,958 \$3,099 }	\$6,563	\$1 for 1905	74 %	\$27½
Douglas Steamship Company, Limited	70,000	\$50	\$50	{ \$6,000 \$26,438 \$93,562 \$250,000 \$600,000 \$144,386 \$120,000 \$280,958 \$3,099 }	Nil.	\$24 for year ended 30.6.1906	64 %	\$40
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$6,000 \$26,438 \$93,562 \$250,000 \$600,000 \$144,386 \$120,000 \$280,958 \$3,099 }	\$5,464	\$1 for 1st half-year 1906	74 %	\$27½
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	{ \$6,000 \$26,438 \$93,562 \$250,000 \$600,000 \$144,386 \$120,000 \$280,958 \$3,099 }	£2,452	10/- @ ex. 2/11 = \$4.69	64 %	\$75
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	{ \$6,000 \$26,438 \$93,562 \$250,000 \$600,000 \$144,386 \$120,000 \$280,958 \$3,099 }	Tls. 23,156	{ Interim div. of Tls. 21 Interim div. of Tls. 14 1/- (Coupon No. 6) for 1905	9 %	Tls. 33½ sales
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	{ \$6,000 \$26,438 \$93,562 \$250,000 \$600,000 \$144,386 \$120,000 \$280,958 \$3,099 }	£107,815	1/- (Coupon No. 6) for 1905	4 %	\$17
"Star" Ferry Company, Limited	10,000	\$10	\$10	{ \$6,000 \$26,438 \$93,562 \$250,000 \$600,000 \$144,386 \$120,000 \$280,958 \$3,099 }	\$218	{ \$1.50 \$0.75 } for year ending 30.4.1906	44 %	\$25½ buyers
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	{ \$6,000 \$26,438 \$93,562 \$250,000 \$600,000 \$144,386 \$120,000 \$280,958 \$3,099 }	Tls. 13,913	Interim div. of Tls. 2 account 1906	8 %	T. Tls. 50 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$850,000 \$450,000 \$86,129 }	\$40,914	Final of \$15 making \$25 for 1905	17½ %	\$145
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	{ \$850,000 \$450,000 \$86,129 }	\$132,588	\$3 for 1897 .....	...	\$38
Park Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ \$850,000 \$450,000 \$86,129 }	Tls. 3,723	Tls. 24 for year ending 30.9.04 .....	...	Tls. 85 buyers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ \$110,000 \$26,011 none }	\$12,546	{ Final of 1/- (No. 7) making 2/- for year ended 28.2.06	7 %	Tls. 10 buyers
Central Consolidated Mining Company, Limited	500,000	G. \$10	G. \$10	{ \$110,000 \$26,011 none }	G. \$909,050	Final of 50 cents making G. \$1 for 1905	7 %	G. \$14
South Australian Gold Mining Company, Limited	150,000	£1	£1	{ \$110,000 \$26,011 none }	\$8,745	No. 12 of 1/- = 48 cents .....	...	\$0
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$50,000 \$25,100 \$20,000 }	\$8,915	\$2 for 1905	64 %	\$22
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	{ \$50,000 \$25,100 \$20,000 }	\$20,040	\$24 for a/c 1906	64 %	188½ buyers
Hongkong & Whampoa Dock Company, Ltd.	60,000	\$50	\$50	{ \$50,000 \$25,100 \$20,000 }	\$392,087	\$6 for first half-year ending 30.6.06	8 %	\$191
New Amoy Dock Company, Limited	10,000	\$60	\$60	{ \$50,000 \$25,100 \$20,000 }	\$2,221	\$1 for 1905	64 %	\$161
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ \$50,000 \$25,100 \$20,000 }	Tls. 3,997.1	Final of Tls. 4 making Tls. 8 for 1905/6	71 %	Tls. 108 buyers
Hongkong & Hongkong Wharf Company, Limited	34,000	Tls. 100	Tls. 100	{ \$50,000 \$25,100 \$20,000 }	Tls. 57,065	Interim div. of Tls. 8 on account 1906	64 %	Tls. 227½ sales
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	{ \$50,000 \$25,100 \$20,000 }	Tls. 5,668	Tls. 18 for 1905	84 %	Tls. 220 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ none \$30,000 }	none	First year \$3 for year ended 30.6.1906	104 %	Tls. 102
Major House Hotel Company, Limited (Shanghai) ..	10,000	\$25	\$25	{ none \$30,000 }	\$8,418	{ \$24.00 on \$12 for 1905	134 %	\$29 sales
Central Stores, Limited (new issue)	24,000	\$15	\$15	{ none \$30,000 }	\$4,719	{ \$24.00 on \$12 for 1905	134 %	\$29 sales
Do. (Founders)	123	\$15	\$15	{ none \$30,000 }	\$4,719	{ \$24.00 on \$12 for 1905	134 %	\$29 sales
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$64,807½ \$19,075 }	110,057	\$5 for first half-year for 1906	9 %	\$112½
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$250,000 \$19,075 }	\$67,839	Interim div. of \$33 account 1906	61 %	\$104
Hotel des Colonies Company, Limited	9,000	Tls. 25	Tls. 25	{ Tls. 487,210 Tls. 57,065 }	Tls. 1,935	Final of 6 % = 10 % for 1905	164 %	Tls. 151 buyers
Hotel Metropole Company, Limited	2,000	\$100	\$100	{ none \$50,000 }	\$4,690	Final of \$6 making \$10	121 %	\$80 sellers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$208,386 \$50,000 }	\$5,070	\$8 cents for 1905	7 %	\$114 buyers
Kowloon Land and Building Company, Limited	4,000	\$50	\$50	{ none \$50,000 }	\$574	\$24 for 1905	64 %	\$39
Hongkong Land Investment Company, Limited	10,000	Tls. 50	Tls. 50	{ Tls. 869,493 Tls. 170,000 }	Tls. 52,194	Tls. 3 for half-year 1906	54 %	Tls. 97 sellers
Do. (new issue)	26,000	Tls. 50	Tls. 25	{ Tls. 869,493 Tls. 170,000 }	Tls. 52,194	Tls. 3 for half-year 1906	54 %	Tls. 97 sellers
West Point Building Company, Limited	14,500	\$50	\$50	{ none \$50,000 }	\$772	Interim div. of \$2 account 1906	8 %	\$50
COTTON MILLS.								
Two Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 459,939 Tls. 18,456 }	Tls. 100,000	Tls. 8 for year ended 31. 3. 1905	101 %	Tls. 74 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	12,500	\$10	\$10	{ Tls. 459,939 Tls. 18,456 }	\$21,660	\$12 for the year ending 31.7.06	91 %	\$13
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 150,000 Tls. 18,456 }	Tls. 36,211	Tls. 6 for year ended 30.9.06 (8 %)	91 %	Tls. 64
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ none Tls. 18,456 }	Tls. 30,760	Tls. 8 for 1905	9 %	Tls. 80 buyers
Soy Chee Cotton Spinning Company, Limited	3,000	Tls. 500	Tls. 500	{ none Tls. 18,456 }	Tls. 35,986	Tls. 25 for 1905	74 %	Tls. 325 buyers
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	{ none \$814 }	\$1,066	\$7 for 1905	64 %	\$102½
Hell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ none \$9,000 }	\$2,856	1/3 per share for 1905	84 %	\$16 sellers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	{ none \$9,000 }	\$1,097	\$5 for 1905	94 %	\$58
China-Borneo Company, Limited	60,000	\$12	\$12	{ none Tls. 50,000 }	Nil.	\$1 for 1904 .....	...	\$10
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ none Tls. 50,000 }	Tls. 889	Final of Tls. 5 making Tls. 10 for 1905	164 %	Tls. 60 sellers
China Light and Power Company, Limited	50,000	\$10	\$10	{ none Tls. 50,000 }	\$1,219	60 cents for year ended 28.2.06	6 %	\$10
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	{ none Tls. 50,000 }	\$1,581	80 cents for 1905	84 %	\$201
Dairy Farm Company, Limited	25,000	\$21	\$6	{ none Tls. 50,000 }	\$2,555	\$1.30 for year ending 31.7.1906	7 %	\$17 ex div.
Green Island Cement Company, Limited	200,000	\$10	\$10	{ \$410,000 \$500,000 }	\$52,291	Int. div. of 75 cents for 1-year ended 30.6.06	104 %	\$79 buyers
Hall & Holt, Limited	21,000	\$20	\$20	{ \$186,000 \$500,000 }	\$20,893	\$24 for year ending 28.2.05	104 %	\$24 sellers
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ none \$500,000 }	\$2,568	{ \$1.00 65 cents } for 10 months ending 28.2.06	8 %	\$15 buyers
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	{ \$50,000 \$80,000 }	\$2,796	Int. div. of \$24 for 10 months ending 18.10.05	104 %	\$215
Hongkong Ice Company, Limited	5,000	\$15	\$15	{ \$50,000 \$80,000 }	\$3,776	Int. div. of \$4 for 1-year ended 30.6.06	8 %	\$250
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	{ \$50,000 \$80,000 }	\$5,813	\$9 for 1905 on 5 shares	71 %	\$22 buyers
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	{ \$50,000 \$80,000 }	\$88	Final of 50 cents making \$1 for the year	131 %	\$74
Maatschappij tot Mijn- en Landbouw- exploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 547,500 Tls. 27,603 }	Tls. 10,374	{ Third interim div. of Tls. 71 making Tls. 22½ so far a/c yr. ended 31.10.06	94 %	Tls. 239½ sales
Philippine Company, Limited	67,500	\$10	\$10	{ none Tls. 165,000 }	De P. 34,324	None .....	...	\$5 buyers
Hongkong Gas Company, Limited (old)	16,000	Tls. 50	Tls. 50	{ Tls. 165,000 Tls. 45,000 }	Tls. 11,017	{ Interim dividend of Tls. 3½ account 1906	64 %	Tls. 110 buyers
Do. (new)	8,000	Tls. 50	Tls. 50	{ Tls. 165,000 Tls. 45,000 }	Tls. 9,751	Tls. 6 for 1904	121 %	Tls. 106 sellers
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	{ Tls. 37,000 Tls. 6,000 }	Tls. 2,753	Interim div. of Tls. 5 account 1906	101 %	Tls. 134½ sellers
Hongkong Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	{ Tls. 37,000 Tls. 6,000 }	Tls. 1,452	Interim div. of Tls. 4 on account 1906	54 %	Tls. 90 sellers
Hongkong Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,820 Tls. 35,000 }	Tls. 85,592	{ Interim div. of 15/- for 1-year 1906 .....	...	Tls. 350 sellers
Hongkong Waterworks Company, Limited	8,175	£20	£20	{ Tls. 190,000 Tls. 24,820 }	Dr. \$41,934	{ Interim div. of 5/- for 1-year 1906 .....	...	Tls. 290 sellers
South China Morning Post, Limited	7,200	£20	£20	{ Tls. 190,000 Tls. 24,820 }	Dr. \$41,934	None .....	...	\$22 buyers
Steam Laundry Company, Limited	20,000	\$5	\$5	{ none Tls. 15,295 }	\$1,434	50 cents for year ending 31.5.05	84 %	\$6
Canton Waterworks Company, Limited	4,000	Tls. 100	Tls. 100	{ Tls. 15,295 Tls. 4,000 }	Tls. 1,012	Interim of Tls. 4 for year 1905/6	74 %	Tls. 105 sellers
United Asbestos Oriental Agency, Limited	9,000	\$10	\$10	{ \$25,000 \$25,000 }	\$752	{ 70 cents } for year ended 31.5.1906	84 %	\$9
Do. (Founders)	100	\$10	\$10	{ \$25,000 \$25,000 }	\$752	{ \$9.90 } for year ended 31.5.1906	84 %	\$150
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{ \$25,000 \$25,000 }	\$7,734	Final of 50 cents making \$1. for 1905	8 %	\$12½
William Powell, Limited	15,000	\$10	\$10	{ \$25,000 \$25,000 }	\$182	{ Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	10 %	\$8
DIVIDENDS PAYABLE :-								
Langkat (4th interim)							Tls. 71	December 31th

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